



... SPRING TOURS THROUGH ...

CALIFORNIA

THE PACIFIC NORTHWEST, ALASKA,

—AND—

THE YELLOWSTONE NATIONAL PARK,

LEAVING NEW YORK APRIL 25 AND MAY 27, 1895.

RAYMOND & WHITCOMB, 31 East Fourteenth Street, Lincoln Building, Union Square, New York.

SEASON OF 1895.



FOUR SPRING AND EARLY SUMMER TOURS.



California, the Pacific Northwest, Alaska, and the Yellowstone National Park,

A 78-DAYS' TRIP. (See Pages 11-112.)

The Same, omitting Alaska,

A 65-DAYS' TRIP. (See Pages 113-135.)

New Mexico, California, the Sierra Nevada and Rocky Mountains, and Colorado,

A 52-DAYS' TRIP. (See Pages 137-164.)

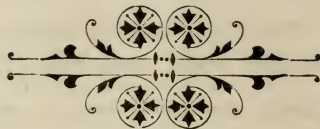
The Canadian Pacific Railway, Alaska, the Northwest, and the Yellowstone National Park,

A 46-DAYS' TRIP. (See Pages 169-182.)

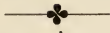


RAYMOND & WHITCOMB,

31 East Fourteenth Street, Lincoln Bldg., Union Square, New York.

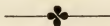


TOURS ACROSS THE CONTINENT.



GENERAL INFORMATION RELATING TO

RAYMOND & WHITCOMB'S SPRING EXCURSIONS TO THE PACIFIC COAST.



MESSRS. RAYMOND & WHITCOMB'S methods of conducting travel embody every possible provision for comfortable, elegant, and luxurious transit. Our arrangements embrace not only the latest devices for the convenience, pleasure, and safety of tourists while moving from place to place, together with accommodations at the best hotels, but also the most comprehensive itineraries that it is possible to prepare. Superior facilities for sight-seeing are thus afforded. The unrivaled merits of our system have been known to the public for many years. In announcing for the season of 1895 our annual spring tours to California, the Pacific Northwest, Alaska, the Yellowstone National Park, and Colorado, we have, therefore, only to say that the high standard of excellence in every feature of our excursions will be fully maintained.

Pullman Vestibuled Sleeping and Dining Cars.

In the belief that our patrons demand everything possible in the way of first-class and elaborate service, we have made contracts with the Pullman Palace Car Com-

pany to provide these luxurious appointments — vestibuled trains of the newest and most elegant design, with palace sleeping cars and dining cars — for all our outward California excursions, and also for our returning parties whenever practicable. We were the first to run vestibuled trains through to the Pacific coast, and also the first to establish a dining-car service between the East and California. In all cases the dining cars will be supplied with everything afforded by the best markets of the country, as it is intended to make the table equal to that of the leading hotels. By the use of the dining car three meals a day *at regular hours* are insured. This is an important consideration to many travelers, to whom delays and detentions may mean not only discomfort, but illness.

Sleeping-Car and Steamship Accommodations.

Only two persons are placed in a section of the sleeping-cars (every passenger being entitled to an entire double berth, half a section), and only two persons in each state-room on the Alaska steamer.

Special Train Service.

The schedules of our trains are arranged expressly for the purpose of affording every opportunity for sight-seeing and for visiting points of note. The advantages of the special train service to be enjoyed by our parties under personal escort need not be urged, as they will be readily perceived. In New Mexico, California, Colorado, and elsewhere, facilities for leisurely travel are gained thereby. Ordinary tourists going alone have no such opportunities, often passing the most interesting places in the night. Our trains are run at a safe and moderate rate of speed, thus enhancing the pleasures of sight-seeing and insuring an agreeable journey.

Personal Escort and Attention.

Our parties are always under the charge of competent conductors, who devote their entire time and attention to the welfare and comfort of the passengers, and who superintend all business arrangements. Hotel accommodations are secured in advance, checked baggage is at all times cared for, and in other particulars the members of the party are relieved of many petty cares and annoyances inseparable from ordinary travel. Thus the tourist is left to the fullest enjoyment of the journey.

Suggestions with Regard to Joining a Party.

Persons desiring to join one of our tourist parties should send their names to be registered at as early a date as convenient. A name is registered as soon as an intention to go is expressed, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. No payment of money is required in this connection. If circumstances afterward prevent the person from going, notice of the fact should be sent to us, and the name will be taken from the list, and the next applicant permitted to fill the vacancy. Tickets can be taken and paid for at the convenience of the passenger any time to within about one week of the date of departure; and should the passenger even then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen. In all cases the parties are limited in numbers, and it frequently occurs that they are filled long before the dates of departure.

Persons are not compelled to come to the starting point in order to join an excursion, but may connect with the train at any convenient place along the route. The sleeping-car berths are assigned previous to the date of starting, and those belonging to passengers who join at points on the way are invariably held for them.

Hints about Clothing.

Although the tours described in this book are to be made in the pleasantest part of the year, and at a time when a mild temperature is likely to prevail, provision should be made to guard against sudden changes. Warm clothing, with light overcoats, shawls, or convenient wraps, which may be brought into service or discarded, as required, is an essential part of the outfit. In the outward journey through New Mexico, Arizona, and Southern California, and the homeward one by the Northern Pacific or Ogden route, the temperature may be warm, and clothing should be provided accordingly, but wraps should always be at hand for evening use in case of necessity.

The railway rides through some sections—chiefly across the deserts—may be dusty, and dust is likely to be encountered in journeying about California. This fact should govern, to some extent, the selection of materials for traveling suits.

Warm underclothing should always be worn. However warm the days may be on the Pacific coast, the evenings and nights are cool. The dryness of the atmosphere, too, renders a high temperature much less to be dreaded than in the East. As to the San Francisco climate, it is worthy of note that the residents of that city are accustomed to wear the same thickness of clothing the year through. The temperature in the northern regions we are to visit is delightful in spring and summer.

In the Yosemite trip strong and serviceable clothing and a pair of stout walking shoes or boots will be best; and these will be useful, of course, in other parts of the excursions, especially in Colorado and the Yellowstone National Park. Visitors to the Yosemite should be content to leave finery behind, and baggage should also be discarded to as great an extent as possible. The same remarks will apply to the

Yellowstone National Park, where the traveler should be prepared with clothing which dust cannot injure, good walking shoes, and wraps for evening wear. There are few nights within the park, even in midsummer, without frosts. Rubbers or "gum" shoes and waterproof coverings, as well as dusters, will suggest themselves.

For the Alaska voyage one should dress as warmly as for an Atlantic Ocean voyage, but no warmer, since that should mean woollens and wraps. Strong and serviceable clothing and stout shoes are prime necessities for Alaska as well as for the National Park. A gossamer for ladies, a mackintosh for gentlemen, rubber shoes or boots, and umbrellas should be provided. Most of the sight-seeing is from the steamer's deck, but it is better to be prepared for little land expeditions in all weathers. Rains come frequently and with little heralding, making rubber garments and an umbrella useful companions. Closely fitting outer garments are of course more convenient on the breezy deck than loose cloaks or shawls.

Walking over the glaciers is difficult and in places dangerous. At the Muir Glacier a landing may be desirable, but little traveling is likely to be done except on the lateral moraines, and no special preparation is desirable for that kind of work beyond what has already been suggested. Alpenstocks and canes can be obtained of the baggage porter on the steamer. Steamer chairs, if desired, can be obtained generally of the deck stewards on the steamer, and also at Tacoma or Seattle. They can be leased for the voyage, if returned in good condition.

Baggage Regulations.

Each passenger is entitled to the free transportation of 150 pounds of checked baggage for a whole ticket, or 75 pounds for a half ticket. Hand baggage in every case must be looked after by the owner; and it is advisable to take no more or

heavier luggage of this description than can be conveniently carried into and out of cars, omnibuses, or hotels.

“Stop-over” Privileges.

Our tickets allow the holders the privilege of visiting Chicago on the homeward journey if they desire. Members of the parties who wish to avail themselves of this opportunity can proceed on a regular train from Englewood directly through to the Chicago, Rock Island & Pacific station in Chicago.

The privilege of stopping over in California, Oregon, or Washington, or at any point on the return trip between the Pacific coast and Chicago, is also allowed. Members of these parties who leave them at any point west of Chicago, afterward coming east independently, can proceed on the regular trains directly through to the Chicago, Rock Island & Pacific station in Chicago, by the Albert Lea or Rock Island route.

Where no dining cars are ordinarily run, passengers returning independently will be furnished with meals at dining stations.

Persons remaining in San Francisco later than June 3, 1895, should apply, before leaving for the East, to our agent, Samuel Miller, No. 613 Market street, San Francisco, for information and assistance in connection with the signing of the excursion ticket, securing sleeping-car berths, etc. Persons returning independently by the Northern Pacific route can apply for information or assistance to our Pacific-North-west agent, A. D. Charlton, No. 121 First street, Portland, Ore.

Persons returning eastward independently from Chicago, or any point west thereof, are required to exchange their passage and sleeping-car tickets in Chicago. This may be done either at the New York, Chicago & St. Louis (Nickel Plate) Railroad

station ticket office, Englewood, J. R. Rupp, agent; at the ticket office in the New York, Chicago & St. Louis Railroad station, corner of Twelfth and Clark streets; or at the city ticket office of the New York, Chicago & St. Louis Railroad, No. 199 South Clark street, Henry Thorne, City Passenger Agent. Applications for sleeping-car accommodations must be addressed to Mr. Thorne.

Niagara Falls is the only place east of Chicago where "stop-overs" are allowed. Persons desiring to avail themselves of the privilege of stopping there can take the train leaving Chicago at 2.00 P. M., arrive at Niagara Falls *via* Buffalo the next morning, spend the day, and leave for the East at night. Those who do not wish to visit Niagara Falls will proceed directly through from Buffalo, requiring only one night on the road east of Chicago.

Persons returning independently from points west of Chicago, and not wishing to break their journey at that city, will change cars at the Union station in Englewood, arriving there by the Chicago, Rock Island & Pacific Railway, and leaving by the New York, Chicago & St. Louis (Nickel Plate) Railroad. This obviates the transfer which would otherwise be necessary in Chicago from the Rock Island station, Van Buren street, to the Nickel Plate station, Twelfth and Clark streets.

For any further desired information apply in person or by letter to

RAYMOND & WHITCOMB, 31 East Fourteenth St., Lincoln Bldg., Union Square, New York.



A TOUR FROM THE ATLANTIC TO THE PACIFIC,

A COMPLETE ROUND OF

CALIFORNIA

AND A VOYAGE TO

•—==ALASKA==—•

INCLUDING VISITS TO

Many Picturesque Places in New Mexico, Arizona, Oregon, Washington, and ALONG
THE BRITISH COLUMBIAN COAST, and also in Idaho,
Montana, etc., with a Week in the

YELLOWSTONE NATIONAL PARK.

The Party to Leave New York Thursday, April 25, and Return Thursday, July 11.

Price of Tickets (all Traveling and Hotel Expenses Included), \$665.00.

RAYMOND & WHITCOMB,

31 East Fourteenth St., Lincoln Bldg., Union Sq., New York.



EIGHTH ANNUAL SPRING TOUR

— TO —

CALIFORNIA, THE PACIFIC NORTHWEST,

* * ALASKA * *

— AND THE —

YELLOWSTONE NATIONAL PARK

April 25 to July 11, 1895.

FOUR complete tours across the continent are included in our excursion arrangements for the spring and early summer of 1895. We shall first describe a trip that is unexampled in extent and variety — a comprehensive journey through the length and breadth of our country, from the Atlantic to the Pacific, and from the Mexico line to Alaska. The Pacific Coast will be traversed for over 3,000 miles, and all its marvels may be seen — the luxuriant orchards and gardens of Southern California, the Yosemite Valley, the matchless mountain scenery of the Pacific Northwest, and the vast glaciers of Alaska. To these are added the wonderfully picturesque regions of New Mexico and Arizona, “life on the plains,” the quaint native people of the far Northwest, the Yellowstone National Park, and Niagara Falls. No excursion ever planned has surpassed this one in its combination of American wonders. In fact, it would be impossible to bring together in a single tour of like duration a greater number of truly grand attractions.

A Complete Round of Sight-Seeing.

Great progress has been made within the past decade in rendering the remoter regions of our vast national domain accessible to the tourist, and united to this fact is the equally important one that our special excursion trains carry to the most distant points comforts and luxuries previously unknown. After a complete round of New Mexico, Arizona, California, and Oregon, the Alaskan voyage will be performed on the staunch and elegant steamship "Queen," the finest vessel in the fleet owned by the Pacific Coast Steamship Company. The steamer trip will occupy eleven or twelve days. All the famous scenic points in Southern Alaska which have made the Alaska tour so famous will be visited, including Fort Wrangel, Juneau, Chilkah, Sitka, and the great Muir Glacier on Glacier Bay. There will be time for landing and sight-seeing at all the chief points of interest, and everywhere the tourists will have unsurpassed opportunities for scanning the wonderful scenery of our northernmost possessions, and for studying the quaint and primitive native life. The entire route from Puget Sound to the farthest northern point reached is lined with scenes of awe-inspiring character—mountains of great height, with almost fathomless depths at their very feet; cascades, which seem to tumble from the sky itself; densely wooded shores, whose solitudes have never yet been invaded by man; and vast fields of snow and ice, which glow in the sunlight like plains of gold and silver. Thousands of mountain peaks are seen that no man has ever visited, and that are as yet even unnamed. In Alaska great glaciers, many fold larger than the grandest ice-fields of Switzerland, flow down to the sea, mingling with the floods of the ocean, and breaking off in huge masses of fantastical shapes. In no part of the world is there so much wild grandeur encompassed in a voyage of equal

duration. The earlier parts of the tour, embracing the ancient civilization of New Mexico, and the various interests of California from Coronado Beach to Shasta, will be, in their way, equally attractive; and so will the later weeks, crossing the continent homeward by the northern route and visiting the matchless Yellowstone Park.

The time selected for the trip is seasonable, not only for the visit to the far North, but also for the journey across the continent and the tour through California. In June, when the party will reach the Northwest, long days prevail, and there are really only a few hours of darkness. This party, like all of our other California excursions, it is hardly necessary to say, will have the superior advantages of a special Pullman vestibuled train with a dining car while crossing the continent.

Price of Tickets.

The price of tickets for the excursion, as described at length in the following pages, will be SIX HUNDRED AND SIXTY-FIVE DOLLARS. This sum will cover first-class travel over all railway and steamer routes going and returning, including the Alaska voyage, with double berths in Pullman sleeping cars, and only two persons in each room on board the Alaska steamer; all stage rides to and through the Yellowstone National Park; side trip from Pasadena to the summit of Echo Mountain and return; hotel accommodations according to the itinerary, for the period of the regular tour (seventy-eight days), with sojourns at Kansas City, Coronado Beach, Los Angeles, Pasadena, Santa Monica, Santa Barbara, San Francisco, Monterey, San Jose, Portland, Tacoma, Seattle, the Yellowstone National Park (at Mammoth Hot Springs, Lower Geyser Basin, Yellowstone Lake, and Yellowstone Grand Cañon),

Minneapolis, and St. Paul; meals in dining cars, at hotels, dining stations, or on steamers; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (Kansas City, San Diego, Los Angeles, Santa Barbara, San Francisco, San Jose, Monterey, Portland, Tacoma, Seattle, Minneapolis, and St. Paul); special carriage rides in St. Louis, Pasadena, Santa Barbara, Santa Cruz, Palo Alto, Portland, Minneapolis, and St. Paul; all expenses for transportation, transfer, and care of checked baggage (to the extent of 150 pounds for each person, all over that amount to be liable to excess charges at regular transportation rates), and the services of conductors—in short, EVERY NEEDED EXPENSE of the entire round trip from New York back to New York.

Price for children between the ages of five and twelve years, FIVE HUNDRED AND FORTY DOLLARS. This includes a separate sleeping berth throughout the entire journey, the same as for an adult. Where no separate berth is required, the price for children between the ages of five and twelve years will be FOUR HUNDRED AND EIGHTY-FIVE DOLLARS.

Price of tickets for the Yosemite Valley trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See page 167.)

Extra Sleeping-Car Accommodations.

The cost of an extra double berth (giving an entire section to one person), for the journey between New York and San Bernardino or San Diego, in accordance with the itinerary, is \$22.50. Drawing room with toilet annex, for one occupant, \$67.50; for two occupants, \$45 — \$22.50 each; for three occupants, entire extra charge, \$22.50.


The charges for extra sleeping-car accommodations between Los Angeles or Santa

Barbara and San Francisco are as follows: Extra double berth, \$2.50. Drawing room with toilet annex, for one occupant, \$6.50; for two occupants, \$4 — \$2 each; for three occupants, entire extra charge, \$1.50.

The cost of an extra double berth from San Francisco to Portland is \$5. Drawing room with toilet annex, for one occupant, \$13; for two occupants, \$8 — \$4 each; for three occupants, entire extra charge, \$3.

For an extra double berth from Tacoma or Seattle to New York, \$22.50. Drawing room with toilet annex, for one occupant, \$67.50; for two occupants, \$45 — \$22.50 each; for three occupants, entire extra charge, \$22.50.

The itinerary in full and a concise description of the places to be visited will be found in the pages which follow. As the accommodations to be furnished on certain parts of the route are limited, the party will necessarily be restricted in numbers. Persons desirous of becoming members are earnestly requested to enroll their names at as early a date as possible. Tickets must be taken on or before Saturday, April 20, five days previous to the date of departure.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 31 East Fourteenth St., Lincoln Bldg., Union Square, New York.

ITINERARY.

THURSDAY, April 25. *First Day.*—Leave New York from the station of the Central Railroad of New Jersey, foot of Liberty street, by ferry, at 3.00 P. M., and leave Jersey City at 3.12 P. M. The transcontinental journey will be made in a special train of vestibuled Pullman palace cars, including a palace dining car. On arrival at the station members of the party should check their baggage to Kansas City. The checks will be taken up by the baggage master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the passengers. The train will leave Plainfield at 3.43 P. M., Philadelphia at 6.00 P. M., Baltimore at 9.00 P. M., and Washington at 10.30 P. M. On arrival at Harper's Ferry the cars will be side-tracked for the remainder of the night, in order that the party may enjoy a daylight ride through the fine scenery of the Potomac Valley and over the mountains of West Virginia.

FRIDAY, April 26. *Second Day.*—Leave Harper's Ferry at 6.00 A. M., and proceed westward over the Baltimore & Ohio Railroad system, *via* Cumberland, Piedmont, Deer Park, Grafton, and Parkersburg to Cincinnati, and thence to St. Louis.

NOTE.—Railway time changes at Parkersburg, W. Va., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

SATURDAY, April 27. *Third Day.*—Arrive in St. Louis; carriage ride, visiting the principal business part of the city, the Mississippi River bridge, the Exposition Building, Forest Park, etc.; from St. Louis westward by the Chicago & Alton Railroad; arrive in Kansas City at 11.30 P. M.; omnibus transfer from the Union station to the Midland Hotel, James B. Smith, manager; the train will be side-tracked in a quiet place, and those who prefer can remain on the cars until the following morning.

SUNDAY, April 28. *Fourth Day.*—In Kansas City.

MONDAY, April 29. *Fifth Day*.—Omnibus transfer from the Midland Hotel to the Union station; leave Kansas City by the Atchison, Topeka & Santa Fe Railroad at 2.00 P. M., and proceed westward through Kansas.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian—one hour slower.

TUESDAY, April 30. *Sixth Day*.—On the Atchison, Topeka & Santa Fe Railroad *en route* through Colorado and New Mexico.

WEDNESDAY, May 1. *Seventh Day*.—Arrive at Santa Fe, N. M., at an early hour, the cars remaining upon a side track; leave Santa Fe at 12.00 M.; arrive at Albuquerque, N. M., at 4.00 P. M.; leave Albuquerque at 5.00 P. M., and proceed westward on the Atlantic & Pacific Railroad (Atchison, Topeka & Santa Fe system).

THURSDAY, May 2. *Eighth Day*.—On the Atlantic & Pacific Railroad *en route* in Arizona and California.

NOTE.—Railway time changes at Barstow from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

FRIDAY, May 3. *Ninth Day*.—From Barstow, Cal., southward *via* the Southern California Railway (Atchison, Topeka & Santa Fe system) to San Bernardino, arriving at 11.00 A. M., and thence by the same line to Riverside, arriving at 12.00 noon; leave Riverside at 11.00 P. M. for San Diego *via* Orange, Santa Ana, and Oceanside.

SATURDAY, May 4. *Tenth Day*.—Arrive at San Diego at 7.00 A. M.; omnibus transfer from the station to the Hotel del Coronado, Coronado Beach, E. S. Babcock, manager.

SUNDAY, May 5. *Eleventh Day*.—At the Hotel del Coronado, Coronado Beach.

MONDAY, May 6. *Twelfth Day*.—At the Hotel del Coronado, Coronado Beach.

TUESDAY, May 7. *Thirteenth Day*.—Omnibus transfer from the Hotel del Coronado to the station of the Southern California Railway, and leave San Diego at 8.40 A. M. by the coast line; arrive in Los Angeles at 1.15 P. M.; omnibus transfer to The Westminster, Potter & Johnson, proprietors.

WEDNESDAY, May 8. *Fourteenth Day*.— In Los Angeles.

THURSDAY, May 9. *Fifteenth Day*.— In Los Angeles.

FRIDAY, May 10. *Sixteenth Day*.— Transfer from the hotel to the Southern California station, and leave Los Angeles at 9.00 A. M.; arrive at Pasadena at 9.30 A. M.; to the Hotel Green, Col. G. G. Green, proprietor, J. H. Holmes, manager; carriage ride, visiting the most picturesque sections of the city, including Raymond Hill, Raymond avenue, Orange Grove avenue, Colorado street, etc.

SATURDAY, May 11. *Seventeenth Day*.— In Pasadena. Excursion over the Los Angeles Terminal and Mount Lowe Railways to the summit of Echo Mountain and return, leaving the Hotel Green in the morning, and returning in the afternoon; luncheon at the Echo Mountain House.

SUNDAY, May 12. *Eighteenth Day*.— In Pasadena.

MONDAY, May 13. *Nineteenth Day*.— Leave Pasadena at 8.20 A. M.; arrive at Santa Monica at 10.20 A. M.; to the Hotel Arcadia, S. Reinhart, proprietor.

TUESDAY, May 14. *Twentieth Day*.— At Santa Monica.

WEDNESDAY, May 15. *Twenty-first Day*.— Leave Santa Monica at 11.35 A. M., and leave Los Angeles at 2.00 P. M. by the Southern Pacific line; arrive at Santa Barbara at 7.15 P. M.; omnibus transfer to The Arlington, E. P. Dunn, manager, or The San Marcos, L. J. Clark, proprietor.

THURSDAY, May 16. *Twenty-second Day*.— In Santa Barbara. Carriage ride, with visits to the most interesting and picturesque parts of the city and its surroundings.

NOTE.—The carriage ride may be taken on any day during the stay in Santa Barbara.

FRIDAY, May 17. *Twenty-third Day*.— In Santa Barbara.

SATURDAY, May 18. *Twenty-fourth Day*.— In Santa Barbara.

SUNDAY, May 19. *Twenty-fifth Day*.— In Santa Barbara.

MONDAY, May 20. *Twenty-sixth Day*.— In Santa Barbara.

TUESDAY, May 21. *Twenty-seventh Day*.— Omnibus transfer to the Southern Pacific station, and

leave Santa Barbara at 8.45 A. M.; dinner at the station dining room, Saugus; supper at the station dining room, Mojave.

NOTE.—Parties for the Yosemite Valley will be made up during the stay at Santa Barbara, to leave on different days. See page 165.

WEDNESDAY, May 22. *Twenty-eighth Day*.—On the Southern Pacific Company's line *en route* northward; arrive at Oakland Pier at 10.10 A. M., and in San Francisco by ferry at 10.45 A. M.; transfer from the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company, to The Palace, John C. Kirkpatrick, managing director, George B. Warren, assistant manager.

THURSDAY, May 23. *Twenty-ninth Day*.—In San Francisco.

FRIDAY, May 24. *Thirtieth Day*.—In San Francisco.

SATURDAY, May 25. *Thirty-first Day*.—In San Francisco.

SUNDAY, May 26. *Thirty-second Day*.—In San Francisco.

MONDAY, May 27. *Thirty-third Day*.—Transfer from The Palace to the Alameda ferry, foot of Market street, and leave San Francisco by the Santa Cruz Division of the Southern Pacific Company's line at 8.15 A. M.; visit the "Big Trees" *en route*, and arrive in Santa Cruz at 1.00 P. M.; lunch at the Sea Beach Hotel, J. T. Sullivan, proprietor; carriage ride, visiting the beach, cliff, etc.; leave Santa Cruz at 3.40 P. M., and proceed to Monterey *via* Pajaro, arriving at Del Monte station at 6.15 P. M.; transfer to the Hotel del Monte, Georg Schönewald, manager.

TUESDAY, May 28. *Thirty-fourth Day*.—At the Hotel del Monte, Monterey.

WEDNESDAY, May 29. *Thirty-fifth Day*.—At the Hotel del Monte, Monterey.

THURSDAY, May 30. *Thirty-sixth Day*.—Transfer to the Hotel del Monte station, and leave Monterey by the Southern Pacific line at 1.25 P. M.; arrive in San Jose at 4.18 P. M.; omnibus transfer to the Hotel Vendome, George P. Snell, manager.

FRIDAY, May 31. *Thirty-seventh Day*.—In San Jose.

NOTE.—During the stay in San Jose there will be a stage excursion to the Lick Observatory on the summit of Mount Hamilton.

SATURDAY, June 1. *Thirty-eighth Day*.—Transfer to the Southern Pacific station (broad-gauge division), and leave San Jose at 11.40 A. M.; arrive at Palo Alto and Menlo Park at noon; lunch there; carriage ride, visiting the late Senator Stanford's stock farm and the Leland Stanford Junior University; leave Menlo Park at 5.04 P. M.; arrive in San Francisco (station corner of Third and Townsend streets) at 6.26 P. M.; transfer to The Palace in the coaches of the United Carriage Company.

SUNDAY, June 2. *Thirty-ninth Day*.—In San Francisco.

MONDAY, June 3. *Fortieth Day*.—Transfer from The Palace to the Market street ferry in the coaches of the United Carriage Company, and leave San Francisco by ferry at 7.00 P. M.; leave Oakland Pier in Pullman palace cars *via* the Southern Pacific Company's Shasta route at 7.30 P. M., and proceed northward *via* Sacramento.

TUESDAY, June 4. *Forty-first Day*.—On the Southern Pacific Company's Shasta route *en route* in the upper valley of the Sacramento, through the Mount Shasta region, over the Siskiyou Mountains, and down through the valleys of the Rogue and Umpqua Rivers.

WEDNESDAY, June 5. *Forty-second Day*.—On the Southern Pacific Company's Shasta route *en route* through the valley of the Willamette; arrive in Portland at 8.20 A. M.; omnibus transfer to The Portland, H. C. Bowers, manager; carriage ride through the business and finest residence portions of the city, and also to the park, which affords a grand view of the city, the river, and the mountains.

THURSDAY, June 6. *Forty-third Day*.—In Portland.

FRIDAY, June 7. *Forty-fourth Day*.—Transfer from The Portland to the Northern Pacific station, and leave Portland at 9.00 A. M.; arrive in Tacoma at 4.00 P. M.; omnibus transfer to The Tacoma, G. J. Mills, manager.

NOTE.—For the better accommodation of all it may be deemed advisable to divide the party into two divisions, one of which will in that event visit Tacoma before going to Alaska, and the other Seattle. Both cities will be visited either before or after the Alaska trip.

SATURDAY, June 8. *Forty-fifth Day*.—In Tacoma. In the evening transfer from the hotel to the wharf, and go on board the Pacific Coast Steamship Company's steamer "Queen," Capt. James Carroll, for the Alaska voyage.

SUNDAY, June 9. *Forty-sixth Day.*
 MONDAY, June 10. *Forty-seventh Day.*
 TUESDAY, June 11. *Forty-eighth Day.*
 WEDNESDAY, June 12. *Forty-ninth Day.*
 THURSDAY, June 13. *Fiftieth Day.*
 FRIDAY, June 14. *Fifty-first Day.*
 SATURDAY, June 15. *Fifty-second Day.*
 SUNDAY, June 16. *Fifty-third Day.*
 MONDAY, June 17. *Fifty-fourth Day.*
 TUESDAY, June 18. *Fifty-fifth Day.*
 WEDNESDAY, June 19. *Fifty-sixth Day.*
 THURSDAY, June 20. *Fifty-seventh Day.*

On the Alaska voyage, visiting Fort Wrangel, Juneau, Douglas Island, Chilkah, the great Muir Glacier in Glacier Bay, Sitka, etc. The steamer is expected to return not later than Friday, June 21.

NOTES.—On the Alaska voyage the steamer uses Pacific standard time for convenience instead of local time, which would vary from day to day. The time at Sitka, the westernmost point reached (135 degrees and 52 minutes west from Greenwich), is about one hour slower than Pacific standard.

The steamer will probably remain at Victoria, B. C., and Port Townsend, on either the outward or the return trip, long enough to permit of an inspection of those cities.

FRIDAY, June 21. *Fifty-eighth Day.*—Arrive in Seattle; omnibus transfer from the Pacific Coast Steamship Company's wharf to The Rainier-Grand, DeL. Harbaugh, proprietor.

SATURDAY, June 22. *Fifty-ninth Day.*—In Seattle.

SUNDAY, June 23. *Sixtieth Day.*—In Seattle. In the evening transfer from the hotel to the Northern Pacific station, and take special Pullman palace sleeping cars for the eastward journey; leave Seattle at a late hour *via* the Northern Pacific Railroad.

MONDAY, June 24. *Sixty-first Day.*—On the Northern Pacific Railroad *en route* eastward in Washington, Idaho, and Montana; meals in Northern Pacific dining car.

NOTE.—Railway time changes at Hope, Id., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

TUESDAY, June 25. *Sixty-second Day.*—On the Northern Pacific Railroad *en route* eastward in Montana.

WEDNESDAY, June 26. *Sixty-third Day*.—Arrive at Livingston at an early hour, and proceed thence to Cinnabar *via* the Yellowstone Park Branch; from Cinnabar to Mammoth Hot Springs by stage, arriving at Mammoth Hot Springs Hotel at 1.00 P. M.

THURSDAY, June 27. *Sixty-fourth Day*.—Leave Mammoth Hot Springs by stage at 8.00 A. M.; arrive at Norris Geyser Basin at 12.00 M.; lunch there; leave at 1.30 P. M.; and arrive at Fountain Hotel, Lower Geyser Basin, at 5.30 P. M.

FRIDAY, June 28. *Sixty-fifth Day*.—Leave the Lower Geyser Basin at 8.00 A. M., visiting the Excelsior Geyser, Prismatic Lake, and Turquoise Spring in the Midway Geyser Basin; arrive at Upper Geyser Basin lunch station at 10.30 A. M.; this is situated near Old Faithful, the Bee Hive, Giantess, Castle, etc.; lunch will be served here, and at 3.00 P. M. the party will return to the Fountain Hotel.

SATURDAY, June 29. *Sixty-sixth Day*.—Leave the Lower Geyser Basin at 7.00 A. M.; arrive at West Bay or "Thumb" of Yellowstone Lake at 1.00 P. M.; lunch there; leave West Bay at 3.00 P. M.; arrive at Yellowstone Lake Hotel at 7.00 P. M.

SUNDAY, June 30. *Sixty-seventh Day*.—At Yellowstone Lake Hotel.

MONDAY, July 1. *Sixty-eighth Day*.—Leave Yellowstone Lake Hotel at 10.00 A. M.; arrive at the Grand Cañon Hotel at 1.00 P. M.

TUESDAY, July 2. *Sixty-ninth Day*.—Leave the Grand Cañon Hotel at 10.00 A. M.; arrive at Norris Geyser Basin at 12.30 P. M.; lunch there; leave at 1.30 P. M.; arrive at Mammoth Hot Springs Hotel at 5.30 P. M.

NOTE.—In case it is deemed advisable to divide the party for the round of travel through the park, one division will reverse the foregoing itinerary.

WEDNESDAY, July 3. *Seventieth Day*.—Leave Mammoth Hot Springs at 9.00 A. M.; arrive at Cinnabar at 10.45 A. M.; leave Cinnabar at 11.00 A. M.; arrive at Livingston at 1.00 P. M., and continue eastward over the Northern Pacific Railroad.

THURSDAY, July 4. *Seventy-first Day*.—*En route* in Montana and North Dakota.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

FRIDAY, July 5. *Seventy-second Day*.— Arrive in St. Paul at 7.25 A. M.; omnibus transfer to the Hotel Ryan; carriage ride, visiting the Capitol, Summit avenue, and other places of interest.

SATURDAY, July 6. *Seventy-third Day*.— In St. Paul. In the afternoon transfer to the station of the Minneapolis & St. Louis Railway, and proceed to Minneapolis; on arrival there transfer to the West Hotel, John T. West, proprietor.

SUNDAY, July 7. *Seventy-fourth Day*.— In Minneapolis.

MONDAY, July 8. *Seventy-fifth Day*.— In Minneapolis. In the forenoon carriage ride, with visits to the chief business and residence parts of the city; transfer to the Minneapolis & St. Louis station, and leave Minneapolis by the Albert Lea route at 7.20 P. M.

TUESDAY, July 9. *Seventy-sixth Day*.— In Iowa and Illinois on the Chicago, Rock Island & Pacific Railway (Albert Lea route); arrive at Englewood about 12.00 noon; thence east *via* the New York, Chicago & St. Louis (Nickel Plate) Railroad.

NOTE.— Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

WEDNESDAY, July 10. *Seventy-seventh Day*.— Arrive at Niagara Falls, N. Y., about 9.00 A. M.; leave Niagara Falls *via* the West Shore route (from the New York Central & Hudson River Railroad station) at 5.07 P. M.

THURSDAY, July 11. *Seventy-eighth Day*.— Arrive in New York, West Shore Railroad station, foot of West Forty-second street, at 7.50 A. M., or foot of Franklin street at 8.05 A. M.

NOTE.— As this itinerary is made up in advance of the publication of the summer time-tables of the various railroads, slight changes may be necessary.

THE TOUR IN OUTLINE.

From New York to the Mississippi River.

THE party will leave New York from the station of the Central Railroad of New Jersey, foot of Liberty street, by ferry, at 3.00 P. M., and leave Jersey City at 3.12 P. M., Thursday, April 25. We proceed southward by the Royal Blue Line to Washington, and thence westward by the Baltimore & Ohio route, passing at the outset through Elizabeth, Plainfield, and Bound Brook. After leaving Philadelphia, Chester, Pa., and Wilmington, Del., lie upon the line. At Chester the road runs near the handsome Pennsylvania State Military Academy. The Brandywine River is crossed at Wilmington, and the Susquehanna near Havre de Grace. The bridge over the latter river is 6,000 feet long, and one of the finest structures of its kind in the country. It is built of iron with massive piers. Arms of Chesapeake Bay and Gunpowder River are also crossed by the railroad; and at Canton the train is placed upon a ferry-boat, in order to reach the opposite shores of the bay at Locust Point. Both these places are within the corporate limits of Baltimore, and a fine view of the city and its surroundings is had from the boat, Fort McHenry being one of the prominent objects seen. A long tunnel under the city, which will obviate the ferry transfer, will be finished some time this year. The farther distance to Washington is only forty miles, and this part of the journey is quickly accomplished. We cross the Patapsco River at the historic Relay House. Persons who desire can join the party conveniently at Plainfield, Philadelphia, Baltimore, Washington, or other points.

About fifty miles beyond Washington, continuing still on the Baltimore & Ohio route, the train reaches Harper's Ferry, where it crosses the Potomac on a handsome

new iron bridge about 900 feet long. Arriving here late in the evening, the cars will be side-tracked until Friday morning, in order that the unsurpassed ride of twelve hours up the beautiful valley of the Potomac, over the crest of the sublime Alleghany mountains, and down the romantic western slope of the range to the Ohio, may be made by daylight.

Harper's Ferry is a rambling little village at the foot of Bolivar Heights, on the south bank of the Potomac, where the no less memorable Shenandoah enters that historic stream. Its modern history began with John Brown's raid on the evening of October 16, 1859. Brown's expectation was to bring about a rising of the slaves of Virginia against their masters. Entering Harper's Ferry with about twenty armed men, he took possession of the United States arsenal. This building fronted upon the Potomac, just west of the Baltimore & Ohio bridge. It was demolished at the beginning of the war, and the railroad track now traverses its site, but the old foundation walls are still to be seen at the foot of the embankment. Unfortunately for Brown, the negroes did not strike for liberty. On the following day he was driven into a little engine house, afterward known as "John Brown's Fort," which stood immediately south of the bridge, at a short distance from it, and there he was captured by the Virginia militia and United States marines after two days' fighting. A pleasant ramble will take the visitor over the site of the arsenal and the "fort." The fort itself, showing thousands of bullet marks, has been removed to Chicago, and is on exhibition there.

On leaving Harper's Ferry we continue westward over the main line of the Baltimore & Ohio Railroad, occasionally in Maryland, but most of the time on the West Virginia side of the Potomac, the river forming the boundary between the two States.

During the Civil War this region was traversed again and again by hostile armies. Antietam, South Mountain, and other important battles were fought in Maryland, and Harper's Ferry changed hands several times. For nearly one hundred miles the scenery, with its ever varying panorama of water, vale, and mountain, includes landscapes of singular beauty. Beyond the attractive city of Cumberland mere picturesqueness gives place to grandeur. The ascent of the Alleghanies proper — which, by the way, the geologists call much older than either the Alps or the Andes — begins at Piedmont, 125 miles west of Harper's Ferry. For seventeen miles the train, drawn by two powerful locomotives, climbs a grade of 117 feet to the mile, rounding bewildering curves and hugging the base of lofty pinnacles, as we follow first the Potomac and afterward the Savage River toward their source fully 3,000 feet above the sea. The "divide" is passed at Altamont. We then cross the Glades, an elevated table-land adorned with the delightful summer homes of Deer Park, Mountain Lake Park, and Oakland. The descent toward the basin of the Ohio is abrupt, beginning with the famous "Cranberry grade," on which in nine and one-half miles there is a fall of 1140 feet. Lofty mountains clad with dense forests rise on either hand; and as the train winds in and out among them, deep valleys in the distance open to the enchanted vision. We come upon the tumbling Cheat River at Rowlesburg, and from the summit of the lofty "Buckhorn wall" look into a cañon miles in extent. From Grafton, a junction point of importance, 199 miles west of Harper's Ferry, we proceed through a broken country to Parkersburg, where we cross the Ohio River from West Virginia into Ohio; and thence we follow the Baltimore & Ohio Southwestern Railway through Chillicothe, Cincinnati, and Vincennes to St. Louis, crossing the great States of Ohio, Indiana, and Illinois.

St. Louis.

Our train will reach St. Louis Saturday, over the magnificent bridge which stretches across the noble Mississippi River between that city and East St. Louis. There will be a halt here of four hours; and carriages will be taken for a drive about this great western metropolis, the fifth largest city in America — New York, Chicago, Philadelphia, and Brooklyn only standing above it in point of size. The magnificent new Union station, opened during the past year, is said to be the largest in the world. Visits will be paid to the City Hall; the principal business part of the city, including Fourth street, Broadway, and Washington avenue; the great bridge across the Mississippi, 6210 feet in length, designed by Capt. James B. Eads, and built in 1869-74 at a cost of \$10,000,000; the Exposition Building, Forest Park, and other points of interest. From St. Louis we shall proceed over the Chicago & Alton Railroad through the great State of Missouri to Kansas City. The road crosses the Missouri River near Glasgow.

Kansas City.

Arriving in Kansas City late Saturday night, the party will be transferred from the Union station to the elegant Midland Hotel. This popular inn will be the abiding place until Monday afternoon. Those who prefer can remain on the cars until morning, as the train will be side-tracked in a quiet place. Kansas City lies upon the boundary line of two States — Missouri and Kansas — with its chief population, public buildings, etc., in the former. Kansas City, Mo., contained 132,716 inhabitants, and the Kansas division of the city 38,316 in 1890. Possessing peculiar advantages from being the junction point of a dozen great railroads, Kansas City has made rapid strides within two or three years past. It is the largest depot for agricultural imple-

ments in the world, the second great beef-packing centre, and the third place of importance in pork-packing. In 1865 there were only 3500 inhabitants. Among the public buildings which will attract attention are the Court House, Board of Trade Building, Custom House, Union Depot, and numerous bank and insurance edifices. There are also several fine bridges across the Missouri. The Kansas River enters the Missouri just above the city.

The Atchison, Topeka & Santa Fe Railroad.

On leaving Kansas City we enter upon the main line of the Atchison, Topeka & Santa Fe Railroad, over which we are to travel upwards of 1,900 miles in different stages of our western journey. With several eastern termini and a number of branches to tributary points, the main line of this road reaches out over the great State of Kansas, through a part of Colorado, and then diagonally across the Territory of New Mexico, to connections with the Pacific Coast and Old Mexico. The Santa Fe system comprises, in addition to the main line and its branches, the Atlantic & Pacific Railroad, through Arizona and California, the Southern California Railway system, and other important lines.

Kansas and Colorado.

Our course from Kansas City to the Colorado State line takes us 486 miles within the borders of Kansas. The State embraces in alternation broad, level valleys, and high, rolling prairies, with a gradual rise towards the Rocky Mountains. At Kansas City we are 765 feet above the sea, and at the borders of Colorado 3,418. The highest point in the State is the extreme northwest, which has an elevation of about 4,000 feet. The eastern section, through which we pass by daylight, is well watered, well settled, and is devoted largely to corn and wheat, of which the yield is enormous.

The western section, with the neighboring parts of Colorado and Nebraska, is given up largely to cattle grazing.

Entering Colorado a little distance west of Coolidge, we find that the plains look dry and barren, but nevertheless they furnish good grazing. We are at times on what were once famous buffalo grounds. Antelopes are sometimes seen near the track; and villages of those queer little animals, the prairie dogs, are also common. Deer, like the buffalo, have been driven back from the railroads, and, indeed, the buffalo has been wholly exterminated from these regions.

Colorado embraces 103,925 square miles. Of the United States, Texas (265,780 square miles), California (158,360 square miles), Montana (146,080 square miles), and Nevada (110,700 square miles), only exceed it in area; and of the Territories only New Mexico, Arizona, and Alaska. Upon first entering Colorado little change will be noticed in the physical aspect of the landscape, except that the prairie gradually becomes more rolling. Las Animas is a thriving cattle centre. At La Junta we turn toward the south and, crossing the Raton Pass above Trinidad, at an elevation of 7,688 feet, we enter the Territory of New Mexico. Fisher's peak, a very prominent and picturesque elevation which rises back of Trinidad and 3,628 feet above it, is 9,633 feet high. The railroad, six miles beyond Trinidad, passes through the mining town of Starkville, and ten miles above Starkville crosses the State line, just north of a long tunnel. Meanwhile occasional glimpses have been had of the gleaming Spanish Peaks, which are some thirty miles northwest of Trinidad. The railroad follows the general direction of the old "Santa Fe trail." The descent on the New Mexico side is quite steep. Raton is situated on the plain, about 1,000 feet below the summit, and is an important trade centre.

New Mexico.

This Territory, which came into the possession of the United States after the Mexican war, together with Arizona, Colorado, Utah, and Nevada, comprises 122,580 square miles. Much of its surface is an arid waste, but the scenery in many parts of the Territory is very beautiful. Its tablelands are elevated from 5,000 to 7,500 feet above the sea, and snow-capped peaks rise to the height of 11,000 feet and upwards.

While commercial relations with the East have been established within the present century (though not fully provided for until the opening of the Atchison, Topeka & Santa Fe Railroad), New Mexico and Arizona, together with the southern part of Colorado, are unquestionably the oldest-settled portions of our country. This region was the home of an ancient civilization for centuries before the first Pilgrim footfall was heard on Plymouth Rock, and before St. Augustine and Jamestown were colonized. The *pueblos*, or villages of these prehistoric races, are scattered through the valleys of Southern Colorado and Northern New Mexico, and through a large part of Arizona. There are ruins of ancient cities miles in extent; and then there are the curious cliff dwellings which abound in certain parts of Colorado and Arizona. The *pueblos* are now inhabited to a large extent by a strange aboriginal race called Pueblo Indians, but the cliff and cave dwellings have probably been in ruins for ages. Soon after the conquest of Mexico by Cortes in 1519, the Spaniards overran the country, and it is the old South European civilization that now permeates the life and customs of New Mexico and Arizona, the American element being a very recent importation. The population of New Mexico by the last census is 153,593.

Near Raton are valuable coal mines. Gold, silver, copper, and other ores are also found in this vicinity. South of Raton lies a rich grazing country dotted with ranches.

Springer, the county seat of Colfax, and Wagon Mound, are the chief places of importance between Raton and the flourishing city of Las Vegas. West of this place the country is undulating, and from the Pecos River there is an ascent by a steep grade to the summit of Glorieta Pass, which has an elevation of 8,432 feet.

Santa Fe.

Santa Fe, the capital of New Mexico, will be reached by a branch road from Lamy, a distance of eighteen miles, and there will be a halt here of half a day.

San Francisco street is the chief business thoroughfare of the ancient capital. The old buildings are constructed of *adobe*, and in the Mexican style. The *burro*, a diminutive donkey, is made the chief carrier of burdens; and many of these patient, hard-working little animals are driven into town with packs of wood much larger than themselves. In the centre of the city is the Plaza, or public square, a well-ordered little park, bordered by business houses on three sides, and by the old *adobe* palace on the fourth or north side. In the inclosure is a monument erected in honor of the soldiers who fell at Glorieta and Valverde. The old palace has been the seat of government for at least two and a half centuries. It was occupied by a long line of Spanish governors, and, under United States rule, the ancient edifice has still been used as the governor's residence. The interesting collections of the New Mexican Historical Society have been placed in this edifice. In front of the Exposition Building, near the United States Military Post, is a monument erected in honor of Kit Carson. Old Fort Marcy, on the hill above the hotel, was established by General Kearney in 1846. Upon the same site De Vargas encamped in 1693.

The old San Miguel Church, on the south side of the river, is supposed to be the

oldest place of worship on American soil, having a recorded history as far back as 1580. Near this edifice is St. Michael's College for boys, erected a few years ago, from the tower of which a very fine view of the city and surrounding country is commanded. Near the ancient church is an old house, the walls of which are supposed to have great antiquity. They are thought to be the remains of a prehistoric edifice. Just across the creek, returning, are the spacious and highly improved grounds of the "Academy of Our Lady of Light," conducted by the Sisters of Loretto. Directly in the rear of these grounds are the residence and noted gardens of Archbishop Lamy. North, a short distance, is the Cathedral of Santa Fe, which has recently been rebuilt. East of the Cathedral is located the St. Vincent Asylum, or hospital, conducted by the Sisters of Charity. Another old church, that of Guadalupe, was, a few years ago, renovated and modernized for the use of the English-speaking Roman Catholics. There are also several Protestant places of worship.

The Ramona School, situated in the outskirts of the town, is a noble institution for the education of Indian youth, under the direction of Prof. Elmore Chase.

From Santa Fe Southward.

From Santa Fe we return to Lamy, where we again join the main line of railway. Near Wallace, thirty-one miles from Lamy, we reach the banks of the Rio Grande del Norte, the chief artery of the water system of the Territory. At this point is the *pueblo* of Santo Domingo, which is situated upon the bank of the river, within plain sight from the cars. A little farther on is the *pueblo* of San Felipe. The former tribe numbers nearly 1,000, and the latter between 500 and 600. The station at Wallace is upon the reservation of the Santo Domingo tribe. The *pueblo* is two miles distant. Three other Indian *pueblos* will be passed in the course of the journey,

viz.: Sandia, twenty-five miles beyond Wallace; Isleta, about twelve miles beyond Albuquerque; and Laguna, on the Atlantic & Pacific Railroad, sixty-six miles from Albuquerque. Bernalillo, twenty miles beyond Wallace and sixteen miles north of Albuquerque, is an old Mexican town that has seen but little change since the railroad invaded its precincts.

The approach to Albuquerque is picturesque, the Sandia Mountains, which lie at no great distance northeast, adding to the beauty of the scenery. Albuquerque was a populous Mexican town long before the railroad came, having been christened in honor of the Duke of Albuquerque in the days of Spanish rule. The busy, bustling city of to-day has sprung into existence within the past five years beside the railroad, and is a typical American town; while the old town, three miles distant, is almost distinctly Mexican. The headquarters of the operating department of the Atlantic & Pacific Railroad are at Albuquerque, although the actual junction of that road with the Atchison, Topeka & Santa Fe Railroad is thirteen miles south.

Leaving Albuquerque by the Atlantic & Pacific Railroad, one of the great extensions of the "Santa Fe" system, over which we travel 747 miles, we shall cross the Continental Divide, 130 miles west of that city and 2,291 feet above it, the greatest elevation being 7,297 feet. There is little at the summit to indicate that one is at the top of a mountain range. At Gallup are extensive coal mines.

Arizona.

The line between New Mexico and Arizona is crossed between Manuelito and Allantown. The road here runs in proximity to some curiously shaped buttes, while peculiar red cliffs are seen north of the road. A great mass of rock, with cathedral-like pinnacles, seen near Wingate, is known as the Navajo Church.

Arizona comprises 113,020 square miles, and is the next largest Territory to New Mexico. It is three times the size of the great State of New York, and, like California, possesses within its wide domain nearly every climate. There is much desert and waste land, but some sections are very productive. The Atlantic & Pacific Railroad passes through a large part of the best lands in the Territory, although it also crosses great desert sections, where water is had only by running water trains from the most convenient springs. There are many thousands of square miles of good grazing lands, and the raising of cattle, sheep, and horses is an important and growing industry. The mining interests of this region have been extensive for more than 300 years. Gold, silver, and copper are found in various sections of the Territory. In the northern part of Arizona, at a considerable distance from the railroad, is that great wonder of the world — the Grand Cañon of the Colorado.

The famous petrified forests of Arizona are situated twenty-six miles from Holbrook and some ten miles from the railroad. Holbrook is also the point of departure for the Moqui Indian towns, from ninety to one hundred miles distant.

The Cañon Diablo and the San Francisco Mountains.

The Rio Puerco, a small stream along which we have journeyed for some distance before reaching Holbrook, joins the Little Colorado near that place, and the road crosses the latter thirty-two miles farther on, near the lively little town of Winslow. Twenty-six miles beyond Winslow the road crosses the Cañon Diablo, an immense, zigzag, yawning chasm in the white and yellow magnesian limestone. The bridge is 541 feet long and 222½ feet in height, or higher than Bunker Hill Monument. It is an iron structure, a model in its way, and cost \$250,000.

Long before this the magnificent San Francisco Mountains, a group of lofty, snow-clad peaks which rise a few miles north of the railroad at Flagstaff, have begun to attract attention. There are three sharp peaks of purest white, supported by dark shoulders of cedar and piñon-covered heights. The main peaks are Humphrey, Agassiz, and Humboldt. Mount Humphrey is 12,815 feet high, and Mount Agassiz is only 300 feet lower. The elevation of Flagstaff is 6,935 feet, and the Arizona Divide (a spur of the San Francisco Mountains), a dozen miles beyond, is between 200 and 300 feet higher. Near Flagstaff the railroad enters the timber region, and the country assumes a beautiful park-like appearance. Extensive lumber mills are situated at Flagstaff. The Marble Cañon, the deepest portion of the Grand Cañon of the Colorado—6,549 feet in depth—is sixty-five miles distant from this station, and north of the San Francisco Mountains.

Beyond the San Francisco Mountains there are several detached peaks, which appear quite prominent as seen from the railroad. Not far from Ash Fork the railroad winds through a rocky pass known as Johnson's Cañon. At Peach Springs we are nearer the Grand Cañon of the Colorado than we were at Flagstaff, the distance being only *twenty-three miles.

Entering California.

The Needles, situated on the California side of the Colorado River,—here a broad and rapid stream, which is crossed by means of a long bridge,—is the place where we enter California. There is nothing but a sandy waste for a long distance on each side of the river, but within view at the north are some picturesque mountains which give to the station its name. The Needles is a place of considerable importance, and the Mojave Indians have a reservation near at hand. Proceeding westward, the road

crosses the great Mojave Desert of California, an elevated tract whereon little else than the yucca palm is seen growing. At Goff's, thirty-two miles west of The Needles, we are at an elevation of 2,580 feet, more than 2,100 feet above the Colorado River. There are numerous lava hills scattered about the eastern section of the desert.

The Southern California Railway Lines.

At Barstow we diverge from the main line of the Atlantic & Pacific Railroad, which extends on to Mojave, and continue southward over the Southern California Railway, in order to make a *détour* through Southern California. The Southern California Company's lines cover the extensive system of the Atchison, Topeka & Santa Fe Railroad in Southern California, or, rather, all of it that is not included by the Atlantic & Pacific Railroad. This latter line of railway extends across Arizona and California, uniting with the Southern Pacific Company's road at Mojave. The Southern California lines reach Pasadena, Los Angeles, San Diego, Redlands, Riverside, Santa Monica, Redondo Beach, and nearly all the important points in that section of the State.

Emerging from the Mojave Desert and following up for a time the Mojave River, which farther north disappears altogether in a desert "sink," our train climbs the slopes of the San Bernardino range towards the Cajon Pass, which pierces the mountain wall not far east of the snow-capped peak known as "Old Baldy." While approaching the pass, and while descending the steep grades on the other side, the traveler enjoys a succession of magnificent views. The summit of the pass is 3,819 feet above the sea, or 1,714 feet above Barstow.

Southern California.

From the scene of sandy waste and desolation presented by the Mojave Desert, we emerge into the garden of California, a region where the flowers and fruits of the semi-tropics grow in profusion. The transition is a welcome one. Luxuriant orange groves and vineyards take the place of desert sands. The air becomes fragrant with the sweet breath of orange blossoms. Snow-clad peaks rise behind us, and in front is spread out the broad and fruitful valley in which San Bernardino, Redlands, Colton, Riverside, and dozens of other towns are situated. We have, meanwhile, crossed a portion of San Bernardino county. Besides oranges and grapes, which constitute the chief products of Southern California, lemons, limes, olives, citrons, figs, pomegranates, almonds, English walnuts, and other fruits and nuts grow here, as do also the cactus, palm, pepper tree, acacia, and eucalyptus. On descending from the mountains we pass through the old town of San Bernardino. On a mountain-side at the left as we approach this city may be seen the famous Indian arrow-head, a huge discoloration of the slopes over a quarter of a mile long.

Riverside.

We shall first visit Riverside, nine miles from San Bernardino, and spend half a day there. This is one of the most beautiful towns in California. It is devoted largely to the culture of the orange, and immense quantities of the fruit are annually shipped East. Some of the finest orange groves in the country are in or near Riverside. The residents, largely Eastern people, have picturesque homes, surrounded by gardens and shrubbery. Magnolia avenue is a magnificent double driveway divided by a row of pepper trees, and lined for many miles with handsome villas and lovely gardens. The newer Victoria avenue promises to rival even this splendid thoroughfare.

San Diego and the Hotel del Coronado.

On leaving Riverside we proceed southward over the Southern California line to San Diego. On our arrival at San Diego we shall take omnibuses for the famous Hotel del Coronado, Coronado Beach, crossing the bay by ferry.

San Diego county is the southernmost county of California, and adjoins Mexico. The city of San Diego, situated upon its southern sea-coast and only a few miles from the national boundary line, is the oldest of the California mission towns, the first of the mission churches having been planted there in 1769; but it owes its present importance to recent growth. The development of this section has followed the extension of the Santa Fe system into this region. The number of inhabitants is about 16,000. In 1880 the accredited population was 2,637. With a remarkably fine climate, unsurpassed on the whole globe for equability and salubrity, San Diego is naturally a favorite place of resort for Eastern visitors. The fruits of the temperate zone and the tropics here grow side by side; and the yield, both of vegetables and fruits, is immense.

The city of San Diego lies on the eastern shore of San Diego Bay. Between the bay and the Pacific Ocean there is a narrow tongue of land which has been converted into a magnificent seaside resort by a wealthy corporation called the Coronado Beach Company. With a matchless ocean beach on one side, stretching away for miles, and a quiet bay on the other, a charming town has arisen. There are broad avenues, parks and walks, and 20,000 trees have been planted. The most important embellishment of all is the Hotel del Coronado, an immense establishment, which was thrown open to the public Feb. 15, 1888. With a frontage of 1,300 feet, and built in the form of a parallelogram around a grand open court 250 by 150 feet, the hotel covers seven and

a half acres. The structure ranges from three to five stories in height, and there are 750 rooms, including many spacious public apartments. The dining room — an especially handsome apartment — has a height of thirty-three feet, an area of 10,000 feet unbroken by either post or pillar, and will seat 1,000 persons. The theatre and ballroom is a lofty domed apartment with a surface of 11,000 feet. The rotunda, containing the office, covers 3,000 feet. The breakfast room, which may be connected with the great dining room, is nearly half as large, covering 4,800 feet. In addition to these apartments there is a restaurant covering 2,500 feet, with a number of private dining rooms. An observatory 150 feet high, a cistern capable of holding 500,000 gallons of water, an immense ice-plant and cold storage, a powerful electric light plant, thirty billiard tables, and four 85-foot bowling alleys are among the other appointments. It is necessary to use large figures in describing the fittings and appointments of this immense establishment, which is claimed to be unrivaled either in the United States or Europe in point of size. The ice machine has a capacity of twelve tons a day, or the equivalent of that in cold storage, and as the ice is formed from distilled Coronado water, it is purer than natural ice. The building is lighted by 2,500 incandescent electric lamps, besides a great number of arc lights about the grounds. All the electric wires and the pipes for heating the building, etc., are carried from the engine house through a tunnel 350 feet long, nine feet high, and eight feet wide. The water used in the hotel is from the Coronado Spring, and is a natural mineral water, with acknowledged medical properties.

The Hotel del Coronado is an "all the year round" resort, and has speedily attained great popularity on account of its solid merits. It is under the management and direct supervision of the energetic president of the Coronado Beach Company, Mr. E. S.

Babcock. About \$140,000 have been expended in improvements on the house and grounds during the past year. Many private bathrooms have been put in and rooms enlarged. A new boulevard has been constructed along the sea beach, and Orange avenue, between the ferry and the hotel, has been graded and paved.

From San Diego to Los Angeles.

On our departure from Coronado Beach and San Diego we shall retrace our way by daylight over a charming section of country previously traversed by night. For a considerable distance we are upon the shore of the ocean, along which are some charming views. On leaving the sea, we enter a region of orange orchards and vineyards. Near San Juan is the old Mission of San Juan Capistrano, in ruins, having been destroyed by an earthquake soon after its erection in 1776. It is visible from the train. On arrival in Los Angeles, the next stopping-place, The Westminster will be made the headquarters of the party.

Los Angeles.

Los Angeles, the metropolis of Southern California, or *La Puebla de Nuestra Senora la Reina de los Angeles* (literally the Town of Our Lady, the Queen of the Angels, to give its old Spanish title in full), is situated in the great southern fruit belt, 482 miles south of San Francisco by railway. The town was founded in 1781. It had already attained considerable size at the time of the American conquest, although its chief increase in population, business importance, and wealth has been the result of recent growth. From a little collection of *adobe* huts it has become a handsome city. With less than 12,000 inhabitants in 1880, it had in 1890 increased in population to 50,395. The city has eighty miles of graded streets, and is very brilliantly lighted with electricity. The street-car system includes cable lines, electric railways, and horse-car

lines. The city is spread over a large area, and extends far out over a level country beautifully shaded. The old section of the town was irregularly built of *adobe*; but the march of improvement has left but few relics of early Los Angeles, except the original church, which stands upon Main street, in the midst of all the life and bustle of the rejuvenated city—a quaint reminder of other days. The public buildings are spacious and elegant, and the business blocks in many instances imposing. Among the handsome edifices recently built are a Court House, which cost \$410,000; the Young Men's Christian Association Building, costing \$150,000; the Burbank Theatre, costing \$200,000; City Hall, costing \$208,000; a government building, costing \$250,000; the Southern Pacific Company's new station, on Alameda street, foot of Fifth street, costing \$250,000; and the Santa Fe system's La Grande station. A ride about the city in any direction cannot fail to delight the stranger. There are substantial evidences of wealth and prosperity on every hand.

Pasadena.

Leaving Los Angeles by the Southern California Railway, the party will next visit the delightful city of Pasadena. This beautiful resort is charmingly situated in the upper part of the San Gabriel Valley, at the base of the Sierra Madre Mountains, from eight to ten miles northeast of Los Angeles, and 900 feet above the sea, which is twenty-five miles distant. The noble range of the Sierra Madre towering above the town at no great distance in the north, and great stretches of orange orchards and vineyards adorning the gently rolling surface of the country south and east, give it every advantage of picturesqueness, while no place on the entire Pacific Coast can surpass it for healthfulness. For miles around the fair surface of the valley and the

mountain benches are dotted with handsome villas, each with its individual surrounding of garden and orchard. Although a place of gardens, vineyards, and groves, the city has a population of over 10,000, and is provided with all modern improvements. The magnificent winter resort, The Raymond, of which Mr. Walter Raymond, of Raymond & Whitcomb, is the proprietor, stands on the summit of a commanding hill at East Pasadena, a mile nearer Los Angeles than the city proper. Our abiding place in Pasadena will be the fine Hotel Green, at the corner of Raymond avenue and Vineyard street. This spacious and picturesque establishment has been recently enlarged and refurnished by its public spirited proprietor, Col. G. G. Green, and is a model of elegance and comfort. During our stay carriages will be taken for an extended ride through the handsome city and its environs. Raymond Hill, which commands a magnificent view, Raymond avenue, Orange Grove avenue, Colorado street, and other points in and about Pasadena will be visited.

Echo Mountain.

An additional attraction of the visit to Pasadena will be an ascent of Echo Mountain over the unique railway lately constructed by Professor T. S. C. Lowe. This trip, to which a day will be devoted, affords a novel and delightful experience such as is to be enjoyed nowhere else on the Pacific Coast. The excursion is made by way of two connecting lines, the Los Angeles Terminal Railway and the Mount Lowe Railway, of the latter of which Professor Lowe is president.

Taking the Terminal Railway train at the Pasadena station, a short ride directly toward the base of the precipitous Sierra Madre range brings us to Altadena Junction. Here, in the midst of orange groves and ever-blooming flowers, we transfer to the cars of the mountain road for the remainder of the trip. The mountain railway comprises

two sections, the lower one an electric trolley road, and the upper one an inclined plane. The electric line, in approaching the range after we leave Altadena Junction, surmounts a grade of $7\frac{1}{2}$ per cent through the foothills, and, by a serpentine route, traverses the wild, rocky chasm of Rubio Cañon. This section terminates at the Rubio Pavilion, 2,200 feet above the sea level, and here begins the mountain road proper. This is an inclined-plane cable railway extending 3,000 feet up the face of Echo Mountain, on grades ranging from 45 to 60 per cent. The cable is drawn by a stationary electric motor, and two cars are operated, one ascending as the other descends. The cars are uncovered, so as to afford an unobstructed view in every direction. The cable is of the finest steel, and was thoroughly tested to a strain of over 100 tons, while under no circumstances will the weight of the loaded cars ever exceed five tons. The incline leads to the summit of Echo Mountain, 1,300 feet vertically above the Rubio Pavilion, and 3,500 feet above the sea. A capacious hotel, the Echo Mountain House, stands at the terminus. From its verandas the unrivaled view of surpassing loveliness embraces the broad expanse of the San Gabriel and Los Angeles Valleys, with their orange groves, vineyards, flower gardens, and busy cities and villages, and the western horizon extends well out upon the Pacific Ocean. Beyond Echo Mountain bridle paths lead to Mount Lowe, 6,000 feet above the sea. Leaving Pasadena in the morning, the party will have luncheon at the Echo Mountain House, and return to the city in the afternoon.

Santa Monica.

Returning from Pasadena to Los Angeles, the party will then proceed at once to the Hotel Arcadia at Santa Monica. The ride thither is through a pleasant region devoted largely to vineyards and orange orchards. The beach is a charming spot,

and one of the most popular of Southern California's shore resorts. The climate is here so mild that surf-bathing is indulged in through the entire year, and for the accommodation of persons who do not care to try bathing in the open ocean, there are heated sea-water baths. Our stay in Santa Monica will be at the commodious Hotel Arcadia. There are delightful drives leading to numerous cañons in the neighborhood, and a steam yacht makes frequent trips around the bay. The National Soldiers' Home, with handsome buildings, picturesque grounds, and accommodations for about 1,200 veterans, is three miles from Santa Monica.

From Santa Monica we return to Los Angeles, and thence go northward and westward by the Southern Pacific Company's line to Santa Barbara. Twenty-six miles north of Los Angeles, and 1,200 feet above it, is the San Fernando Tunnel. From Saugus we descend through the picturesque Santa Clara Valley. At Camulos is the ranch where Ramona, the heroine of Helen Hunt Jackson's touching story, lived. From San Buenaventura to Santa Barbara the railroad follows the seashore, and many charming views are had, with the broad Pacific Ocean on one side and the mountains and picturesque valleys on the other.

Santa Barbara.

This beautiful city by the sea is one of the best known of all the Southern Pacific resorts. It is delightfully situated upon a gentle slope, with the blue waters of the Pacific on one side and the purple peaks of the Santa Ynez Mountains, from 3,500 to 4,000 feet high, on the other. Santa Barbara has a population of about 6,000 people, whose homes are embowered in gardens of roses, and shaded by the eucalyptus, palm, pepper, and magnolia. Its climate is deservedly famous for its mildness and uniformity, the mean temperature of January being 53 degrees and of August 67 degrees.

The view oceanward embraces the hill-studded islands of Santa Cruz, Santa Rosa, San Miguel, and Anacapa. We shall make The Arlington and The San Marcos our headquarters during our stay. The surroundings of Santa Barbara are very romantic, and a carriage ride to some of the various points of interest will be a feature of our visit. State street, upon which the hotels are situated, has been paved with concrete, and is now one of the finest avenues in America. The old Franciscan Mission, established in 1782, the best preserved of all the old California churches, stands upon an elevated slope back of the town, forming a picturesque object in the outlook towards the rugged mountains. Montecito is a lovely suburb of Santa Barbara, and there are some hot springs on the heights beyond.

Parties to visit the Yosemite Valley will be made up during the stay in Santa Barbara, and will leave that city on different days. Those who proceed directly through to San Francisco will go May 21. The dates of departure of the Yosemite excursionists will be made, as far as possible, to meet individual preferences. For particulars about the Yosemite trip see pages 163-168.

From Santa Barbara to San Francisco.

The Southern Pacific Company's Santa Barbara branch brings us back to Saugus, where we resume our northward journey over the main line. During the early part of the trip we traverse the western section of the Mojave Desert, through the eastern part of which we journeyed on first entering California. The yucca palms are again found in great abundance, and relieve the desert expanse of its otherwise barren aspect. The fibre is used in the manufacture of paper.

About 120 miles north of Los Angeles is the famous Tehachapi Pass. The railroad here crosses a group of mountains belonging to the terminating southwestern spur of

the Sierra Nevada, at an elevation of 3,964 feet above the sea. It was not so much the elevation as the broken country that presented difficulties in the way of engineering; and it was only by a series of bewildering curves, in one of which the road actually crosses its own line, that a practicable route was found across the mountains. The "loop" is 3,795 feet in length, and the lower track is 78 feet beneath the upper one. The actual point of crossing is at the ninth of the seventeen tunnels that are encountered between the summit and Caliente. North of these hills are a series of broad plains and wide valleys. The valley of the San Joaquin is followed until its union with the Sacramento, and the road then courses along the borders of the straits and bays until it reaches Oakland. Skirting the shores of San Pablo Bay and rounding the point at San Pablo station, we look across the bay and harbor of San Francisco, and out through the portals of the Golden Gate toward the broad Pacific. As the train sweeps on through the outskirts of Oakland, the traveler gains only a hint of the beauty of the place. Leaving Oakland behind us, we speed on to the long pier, from whence a huge ferry-boat conveys us to the San Francisco shore.

San Francisco.

The metropolis of the Pacific Coast is one of the most interesting cities in America, and is becoming more beautiful and attractive year by year. It is naturally cosmopolitan in character, and the visitor can take a foreign jaunt in miniature by walking through certain sections of the town. In some particulars, and notably in its street-car service, which consists largely of "cable roads," it is in advance of the older cities of the country. With one of the finest harbors on the globe, and occupying an important position in connection with the world's commerce, its shipping interests are of vast proportions. The growth of the city has been very rapid, especially since the

opening of the Central Pacific Railroad in 1869. The population of the city, according to the census of 1890, is 298,997, an increase of 65,038 in ten years. Oakland, situated just across the bay, is a city of 48,682 inhabitants, that was originally settled no longer ago than 1850.

The chief cable-car lines are on Market street and on thoroughfares radiating therefrom, viz.: Sutter, Post, Geary, Powell, McAllister, Hayes, Haight, Valencia, and Castro streets. There are also lines on Howard, California, Clay, Jackson, Union, Larkin, and other streets. The "dummy" street lines are the Geary, California, Jackson, and Union streets extensions, and the Park & Ocean road. It is possible to reach every part of the city by the admirable system of street-car service, either by direct lines or connections.

Golden Gate Park, a beautiful tract of 1,013 acres, reclaimed from the sand dunes, is about three and a half miles from the centre of the city, and may be reached by several of the cable-car lines. There are band concerts in the park every Thursday, Saturday, and Sunday in the afternoon. The Beach, Cliff House, and Seal Rocks are about the same distance beyond the entrance to the park, and may be reached by the Haight street cable cars and a connecting dummy line, and also by the California street cable line, or the Powell and Jackson street line. Sutro Heights are near the Cliff House. The Presidio (a military reservation of 1,500 acres) may be reached by the Union street cable cars and a dummy line. A band plays at the barracks at 2 P. M. daily, except Thursday and Saturday. Telegraph Hill (elevation 294 feet, and overlooking the city and the bay) is about half a mile from Market street, at the opposite extremity of Montgomery street.

The City Hall, which has cost \$5,000,000, is between Market, McAllister, and Lar-

kin streets, opposite Eighth street; the Mechanics' Pavilion, on Market street, near the City Hall; the branch United States Mint, at the southwest corner of Mission and Fifth streets, is open for visitors from 9.30 to 11.30; the Post Office and Custom House are at the corner of Washington and Battery streets, and Station K is in the southeast corner of the Palace Hotel; the Merchants' Exchange Building, on California street; the San Francisco Stock Exchange, No. 327 Pine street; the rooms of the California Pioneers, on Fourth street, near Market street; Odd Fellows' Hall, corner Market and Seventh streets; Masonic Temple, corner Post and Montgomery streets; the new Union Club Building, corner of Union square and Stockton street; the Young Men's Christian Association rooms, 232 Sutter street; San Francisco Art Association, 430 Pine street; Mineralogical Museum of the State Mining Bureau, 24 Fourth street; the Free Library (40,000 volumes), new City Hall; Mechanics' Institute (library of 35,000 volumes), 31 Post street; Mercantile Library Building, corner Van Ness and Golden Gate avenues; Museum of the California Academy of Sciences, on Market street; and State Board of Trade, Crocker Building.

The chief places of amusement are the following: Baldwin Theatre, Baldwin Hotel, Market street; Alcazar Theatre, 114 O'Farrell, near Stockton; Orpheum Opera House, 119 O'Farrell street, opposite the Alcazar; Bush Street Theatre, south side of Bush, between Montgomery and Kearney; the new California Theatre (one of the handsomest playhouses in America), Bush, above Kearney; Stockwell's Theatre, Powell, near Market; Grand Opera House, Mission, between Third and Fourth; Standard Theatre, north side of Bush, between Montgomery and Kearney; Tivoli Opera House, Eddy, between Powell and Mason; Grand Chinese Theatre, 814 Washington street; Panorama Buildings, corner Tenth and Market streets.

The greatest curiosity in San Francisco is the Chinese quarter, a rectangular block seven squares in length by three and four in breadth. It is near the business centre and only a few blocks away from the palaces of the railway millionaires. The houses are nearly all tall, decayed buildings, swarming with tenants. The blocks are cut up into sections by narrow alleys, and filled with squalid underground dens, and attics whose overhanging dormer windows shut out all but a slender patch of sky. The cellars are occupied as shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. Even the fronts of the houses have assumed a Celestial aspect, not only in the signs and placards at the windows and shop fronts, but in the altered architecture and decorations. An interesting experience is to spend a half-hour in watching the performance in a Chinese theatre, listening to the ear-piercing, mournful music, and then adjourn to a neighboring restaurant, drink genuine Chinese tea in Celestial style, and taste the cakes, preserved water-melon, and sweetmeats. In all the stores and other portions of the Chinese quarter Eastern visitors are received with the greatest courtesy.

The Palace Hotel, which will be the headquarters of our tourists in San Francisco, is a vast establishment, and in reality one of the wonders of the Pacific Coast. Not only is it one of the largest hotels in the world, but at the same time one of the richest and most elegant. In one edifice it covers the block bounded by New Montgomery, Market, Annie, and Jessie streets, occupying an area of 96,250 feet; and the distance around its outer wall is exactly one-quarter of a mile. In addition, the Grand Hotel, on the opposite corner of Market and New Montgomery streets, has been absorbed in this colossal hostelry. Compared with even the largest hotels in Eastern cities, The Palace seems of vast proportions. The visitor is first ushered into the

grand central court. This is a noble enclosure, into which carriages are driven. It is 144 by 84 feet in size, seven stories high, and roofed with glass. Balconies run around the four sides at each floor, and tropical plants relieve the glaring white of the marble fabric. Around the ground promenade are grouped the office, reception parlors, reading rooms, breakfast and dining rooms, etc., with wide, communicating hallways, the chief parlors being upon the second floor. The rooms for guests are capacious, and all of them are handsomely furnished. The building having cost six millions of dollars, another half million was expended for furnishing, and an additional sum of over one hundred thousand dollars has lately been put out for improvements. The lowest story has a height of over 27 feet, and the topmost 16. The total number of rooms exclusively for guests above the lower floor is 755, and most of these are 20 feet square, none being less than 16 feet square. There are five elevators and four spacious stairways. There are special annunciators and a special service on each floor, with pneumatic tubes for letters and packages, communicating with the office. The office, reception room, dining rooms, parlors, and other public apartments are very spacious and truly palatial in their appointments.

The general style of architecture, within and without, is the reverse of ornate; but there is solidity, strength, and permanency in every part. The countless bay windows, repeated on every side, form perhaps the distinguishing feature of the massive fronts. The deep foundation wall is 12 feet thick. Stone, iron, brick, and marble are the chief materials of this great structure, and of brick alone 31,000,000 were used. All outer and inner partition walls, from base to top, are solid stone and brick, built around, within, and upon a huge skeleton of broad wrought-iron bands, thickly bolted together, and of such immense size as to have required 3,000 tons for this purpose

alone. Four artesian wells, having a tested capacity of 28,000 gallons an hour, supply the great 630,000 gallon reservoir under the central court, besides filling seven roof-tanks, holding 130,000 gallons more. Not only in the vast proportions of the edifice, but in every appointment, the stranger is impressed with a sense of the fitness of the name, for it is a veritable palace. The hotel is under the direction of John C. Kirkpatrick, managing director, and George B. Warren, assistant manager.

From San Francisco to Santa Cruz and Monterey.

Several delightful resorts on the coast and inland, from 50 to 125 miles south of the Golden Gate, are to be visited in a side trip from San Francisco. We first go to Santa Cruz, eighty miles distant. Our route lies over the narrow-gauge division of the Southern Pacific Company's line, through Alameda, Newark, Santa Clara, San Jose, and Los Gatos, and thence through the picturesque coast range of mountains. Los Gatos, like San Jose, is famed for its vineyards and fruit orchards. In its course through the mountains, beyond Los Gatos, the road makes many twists and turns. There are several tunnels on this part of the line, one of which is 3,800 feet in length. A part of the way lies through a grand redwood forest; and a short distance beyond Felton, and within half a dozen miles of Santa Cruz, are the "Big Trees," a group of giant redwoods, the *Sequoia sempervirens* of the botanist. The largest of these is said to be 366 feet high and 20 feet in diameter. "Fremont's Tree" contains an aperture in which the late General Fremont and an exploring party camped several weeks, and in which at another time a trapper and his family made their home. Other trees and shrubs grow here in profusion, including the *Madrona*, the *Manzanita*, and the California laurel, or bay tree, together with a variety of ferns, some of which are very beautiful.

Santa Cruz is situated at one extremity of Monterey Bay, with a picturesque coast and a matchless beach. The forest-clad slopes of the Santa Cruz Mountains are only a few miles away, and form an interesting feature, with a foreground of gardens, groves, and pretty homes. The view in every direction is charming. The cliffs are in places very abrupt, and the sea has carved them into grottoes, natural bridges, and curiously formed towers. There will be a carriage ride here, in which both the beach and the cliffs will be visited.

The quaint old town of Monterey lies at the opposite extremity of Monterey Bay from Santa Cruz. The two places are only about a score of miles away, but we must travel more than twice that distance around the shore. This is done on the Southern Pacific Company's broad-gauge Santa Cruz line, which connects with the main line of the Monterey route at Pajaro. There are many magnificent coast views on leaving Santa Cruz, and also near Soquel and Aptos. Watsonville is the most important town on this part of the route. The party will reach the famous Hotel del Monte, at Monterey, late in the afternoon. Several days are to be devoted to this charming resort.

Monterey and the Hotel del Monte.

Monterey is one of the most interesting of the old Spanish towns on the Pacific Coast, having been associated with the earliest historic events of the State and the earlier province, and is delightfully situated upon the sloping shores of the beautiful bay of the same name. It was California's first capital. The bay of Monterey is a magnificent sheet of water. There is a wealth of color in both sea and sky highly suggestive of Southern Italy. Upon the beaches below Monterey are found many varieties of sea mosses, shells, pebbles, and agates, and some of these are very brilliant

in color. The bay is well protected, and is delightfully adapted to yachting; and the lovers of angling also find abundant sport, both on the sea and in neighboring streams. In 1880 Monterey became a fashionable watering-place.

The site selected for the famous Hotel del Monte was in a stately grove of pine, oak, and cedar, the trees being sufficiently scattered to admit of the adornment of the grounds by means of driveways, foot-paths, lawns, and beds of flowers. A plat of 126 acres was set aside and inclosed as the hotel grounds, while 7,000 acres more were purchased for other purposes. The fact that the visitor may ride a score of miles over well-kept, macadamized roads, and be nearly all the time within the borders of the hotel company's property, serves to show, in some measure, the vast extent of these possessions.

In its external and internal appearance, and in the social atmosphere and tone which pervade the entire establishment, the Hotel del Monte reminds one infinitely more of a modern English country mansion than of an American watering-place hotel. The general design includes a central edifice, with two extensive wings or annexes, connected with the central structure by arcades, which extend in semi-circular form on each side. There are in the main structure 110 rooms, and in each annex 160 rooms, or 430 apartments in all. The general size of the rooms is 16 by 19 feet. The verandas are very spacious, and the profusion of flowers about the house makes it especially attractive. There is a magnificent outlook upon shrubs and flowers in every direction. The Laguna del Rey is a beautiful lake, ornamented with a mammoth fountain; and the famous beach, with its magnificent bath building, containing several great swimming tanks, is but a short distance away. Figures, however, convey little impression of the peculiar charm of this elegant and unique resort, upon which

many hundreds of thousands of dollars — over a million in fact — have been lavished. In the grounds are the stables, elaborate and complete, stocked with handsome horses and vehicles of all kinds, for riding and driving are favorite pastimes. The “eighteen-mile drive” around the peninsula is one of the grandest in the world.

The Hotel del Monte is under the personal supervision and management of Mr. Georg Schönewald, who has been identified with its direction from the start, and to whose taste and skill its immense popularity is largely due.

From Monterey Northward — San Jose.

Leaving the Hotel del Monte, we shall journey northward to San Jose *via* Castroville, Pajaro, Gilroy, and Hillsdale. From all these points branch lines extend, the one from the latter place leading to the famous quicksilver mines at New Almaden.

On our arrival in San Jose we shall proceed to the elegant Hotel Vendome. With a population of about 20,000, San Jose is nevertheless a city of gardens, orchards, and vineyards. It is one of the great centres of the cherry culture. The streets are spacious and lined with shade trees, and the public and many of the private buildings are imposing. Among the former are the Court House, City Hall, and the Normal School, which stands in a park of twenty-eight acres. The State Hospital for the Chronic Insane is at Agnew's, five miles distant. The Vendome occupies, with its surrounding park, a square of twelve acres in the prettiest section of the city. It is one of the neatest and best-equipped hotels in California.

Mount Hamilton and the Lick Observatory.

The party will make an excursion by stage from San Jose to the summit of Mount Hamilton, the site of the Lick Observatory. The elevation of the observatory is

4,209 feet, and San Jose stands eighty feet above the sea level. The air-line distance between the two points is only thirteen miles, but the road is twenty-six miles in length. The gradient is in all places kept less than six and a half feet in the hundred (353 feet to the mile), this being maintained through a series of turns no less than 367 in number. The road was built by the county of Santa Clara at a cost of over \$75,000, in accordance with an agreement made between the supervisors and James Lick a few months before he died. It is a remarkable piece of engineering; and the ride is a constant source of delight, not only through the matchless views of the beautiful Santa Clara Valley and beyond constantly being unfolded, but also by reason of the ease with which it is accomplished.

The observatory, which was founded by Mr. Lick, was erected and fitted up at an expense of nearly \$1,000,000. It is one of the most complete in the world, and it contains, with other treasures of science, the world's greatest telescope. The remains of the princely donor rest in the foundation pier of this great instrument. The observatory is under the direction of Professor Edward S. Holden, as president of the University of California. No other institution of its kind in the world is so freely accessible to the public, who may even look through the great telescope between the hours of seven and ten o'clock Saturday evenings. Visitors are admitted to the observatory, under proper restrictions, every day in the year. Those who are not fortunate enough to gain a glimpse of the heavens through the great telescope can look through the twelve-inch instrument, which, to most persons, is likely to be quite as satisfactory.

From San Jose to San Francisco.

On leaving San Jose, the party will proceed northward over the direct line to San Francisco. Menlo Park, Redwood, San Mateo, and Millbrae are charming places of

residence; and scores of pretty villas, with here and there the palatial homes of railway and mining magnates, are seen along the route. At Palo Alto is the recently opened Leland Stanford Junior University. This noble institution of learning was founded in 1885, when the late Hon. Leland Stanford and his wife, as a monument to their only child, Leland Stanford, Junior, made a deed of trust to a board of citizens, whereby they dedicated property to the value of \$20,000,000 to be expended in the establishment of a university having for its main object the preparation of young men and women for self-maintenance, with facilities also for those higher forms of education which belong to an institution of this magnitude. Among the 83,000 acres of land included in the deed were the Vina ranch in Tehama county, containing the largest vineyard in the world, and the famous Palo Alto ranch and stock farm in Santa Clara and San Mateo counties. The corner-stone was laid in 1887, and the institution was formally opened in the autumn of 1891. The party will stop over a train at Palo Alto for a carriage ride, in the course of which the Palo Alto stock farm and the Leland Stanford Junior University will both be visited.

From San Francisco to Portland.

The journey from California to Oregon will be made on the Southern Pacific Company's Mount Shasta line, which was completed for its entire length Dec. 17, 1887. This is an all-rail route, which extends through the Sacramento Valley, over the Siskiyou Mountains, and down through the Rogue, Umpqua, and Willamette Valleys of Oregon. Leaving San Francisco by the Oakland ferry, the party will proceed to Oakland Pier, where a train of Pullman palace cars will be in waiting. A short distance east of Sacramento the Oregon road branches northward from the Ogden

line, passing up the rich and productive Sacramento Valley for its entire length. For over 100 miles the valley has a wide expanse, and the railway goes through Marysville, Chico, Tehama, Red Bluff, Redding, and other large towns.

The following morning finds us in the picturesque valley of the upper Sacramento, and approaching noble Mount Shasta. Frequent glimpses are had of the snow-white peak long before we reach Sisson's, but from that point the massive mountain is revealed in all its grand proportions. The elevation of the road at this place is only 3,555 feet; and the mountain, which is eight miles distant, towers to the height of 14,442 feet. Its slopes are covered with everlasting snows far down from its shapely summit; and as it stands out almost solitary and alone, its height and massiveness are all the more impressive. There are, in fact, three peaks, the central one being flanked on the west by a large crater, whose rim is at an elevation of about 12,000 feet. Among the other elevations in this section are Muir's Peak, or Black Butte (6,150 feet), the Scott Mountains (9,000 feet), the Siskiyou range (from 6,000 to 8,000 feet), and farther away Mount Pitt (9,500 feet). The railway strikes across to the Siskiyou range, first descending to and crossing the Klamath River, the second largest stream in California.

Not far north of the Klamath we cross the line into Oregon, and soon after dive into the Siskiyou Tunnel, losing sight of the great California mountain. On the north side of the range we descend by a wonderful series of curves into the charming valley of the Rogue River, a region of rich farms. Farther north is the valley of the Umpqua River, and from thence we cross to the valley of the Willamette, which we descend for nearly 200 miles to Portland. This valley, with its vast grain fields and its teeming farms, is almost a repetition of the valley of the Sacramento.

Oregon and Washington.

As these two subdivisions of the United States are closely allied in industry and commerce, as well as in geographical features, they should be considered together. Oregon has an area of 96,030 square miles, and the new State of Washington 69,180 square miles. The census of 1890 gave the former a population of 313,767—an increase of 138,999 in ten years, and 221,467 in twenty years. Washington was found to have 349,390—an increase of 274,274 in ten years, and 325,561 in twenty years. The Cascade Mountains, a broad volcanic plateau, separate both Oregon and Washington into two unequal divisions. Westward of this mountain chain, from forty to seventy miles distant, is still another and lower range lying along the coast. Within this great basin, about 400 miles in length, are many fertile valleys and the great timber region of the Puget Sound district. The climate of this section is mild and equable, with an abundant rain-fall.

The area east of the Cascade range, extending to the base of the Blue and Bitter Root Mountains, presents many features in marked contrast with those of the coast region. A narrow strip on the north is mountainous and covered with forest, but the greater portion embraces the immense plains and undulating prairies of the Columbia Basin—150 miles wide and nearly 500 miles long. In this eastern section the temperature is higher in summer and lower in winter than in the coast region, and the rain-fall is only half as great; but the conditions are, in a large part of the tract, excellent for cereal crops. Agriculture is the leading industry, and wheat the principal product. The raising of cattle, sheep, and horses is second in importance only to agriculture. Coal and iron take the leading places among the mineral productions, the principal mines being near Puget Sound. The Columbia River may be navigated

for 725 miles, the Willamette for 138 miles, and the Snake for a considerable distance. An attempt to form a Territorial government was made as early as 1841, before the dispute about the boundary line arose between the United States and Great Britain. The present dividing line between the United States and the British possessions was established by the treaty of June 15, 1846. In 1853 the Territory was divided, and what was known as the District of Vancouver became Washington Territory. Oregon was organized as a State in 1859, with a population of 52,465; and Washington was admitted to Statehood, together with Montana and the two Dakotas, in 1889.

Portland.

Arriving in Portland, there will be an omnibus transfer from the station to the magnificent hotel, The Portland. This establishment was erected by a company of citizens at a cost of about \$750,000, and is one of the finest hotels on the Pacific Coast. It occupies a whole square in one of the pleasantest and healthiest sections of the city, and has been furnished in a lavish manner. Its manager is Mr. H. C. Bowers.

Portland has progressed rapidly within the past few years. Populous suburbs are growing up on the east or opposite side of the Willamette, in connection with the railroad shops, flouring mills, and other manufacturing establishments. Although Astoria was settled as early as 1811, the first white man is supposed to have landed upon the present site of Portland in 1843. The founders of Portland were two New England men; and, in bestowing a name upon the place, it is said to have been actually a toss-up whether the chief city of Maine or the city at the head of Massachusetts Bay should bear the honor of the designation. The business thoroughfares are lined with fine edifices, and some of the residences on the upper streets are very

tasteful, as well as elegant and costly. The Chinese, who form a large element in the population, are seen everywhere. "Chinatown" is not a contracted quarter, as in San Francisco and Los Angeles, but is scattered along the best portion of Second street for a dozen squares or more. Many of the churches and school buildings are imposing, and the same may be said of the Post Office and some of the other public edifices. The census of 1890 gave Portland a population of 46,385, while its dependent suburbs — East Portland and Albina — were credited with 10,532 and 5,104 respectively.

From the slopes back of the city the views are magnificent. Mount Hood (11,025 feet) is here the dominant feature in the landscape, lifting its proud head above the far-stretching forests; while the beautifully rounded snow-clad top of Mount St. Helen's (9,750 feet) and other mountains are also in sight. There will be a carriage ride through the finest business and resident portions of the city, and to the heights above.

From Portland to Tacoma.

The journey from Portland to Tacoma, a distance of 145 miles, will be made upon the Northern Pacific Railroad. At Goble, thirty-eight miles from Portland, the train is taken upon the large ferry-boat "Tacoma," and conveyed across the Columbia River to Kalama, on the right or Washington bank of the stream. For eight miles the road then follows the Columbia, and for a farther distance of eighteen miles it extends up the east bank of the Cowlitz River. Then it crosses to the valley of the Chehalis, and from thence to the valley of the Puyallup, at the mouth of which, and on the shores of Puget Sound, lies the city of Tacoma.

Tacoma.

The beautiful city of Tacoma, situated at the head of Commencement Bay, had scarcely an existence fifteen years ago. In 1880 the number of inhabitants was 1,098. In 1890 it was 36,006. This place derived much of its early importance from being the terminus of the Northern Pacific Railroad, which line, however, is now connected with all other important points on the Northwest Pacific Coast. Its manufacturing interests are large and constantly increasing. The city occupies a high bluff, overlooking the sound and the Puyallup Valley, at the head of which stands the giant snow peak of Mount Tacoma. Many of the new buildings, including the Opera House block, are really magnificent, and there are also a great number of handsome residences. During our visit to Tacoma the party will make its headquarters at The Tacoma.

It may be deemed advisable to divide the party for the visits to Tacoma and Seattle. Both cities will be included, one section, in that event, seeing Seattle first and the other Tacoma.

The Alaska Voyage.

We shall go on board the Alaska steamer, "The Queen," which is to be our home during the coming eleven days, on Saturday evening, June 8. This vessel is the finest of the Pacific Coast Steamship Company's fleet, and the fact that she is under the command of Captain James Carroll will render the voyage especially desirable. "The Queen," already one of the most staunch, comfortable, and best appointed vessels in the Pacific Coast service, has been put in the best possible condition for Alaska tourist travel. New and commodious staterooms have been placed upon the upper or hurricane deck, and furnished in the most comfortable.

and elegant style. These rooms, which are intended for two passengers, each having only two berths, have been reserved for the members of our party exclusively, together with other deck rooms of the best class. Captain Carroll's intimate knowledge of all the attractive points upon the Alaska route, and the fact that the voyage is to be devoted to the service of the passengers wholly, and not to freighting purposes (freight being carried upon other steamers), will serve to make the trip enjoyable in the fullest degree.

Puget Sound.

The first part of our voyage lies through the waters of picturesque Puget Sound. This body of water has an area of 2,000 square miles, with an irregular shore line of 1,594 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are immense saw-mills. There are many islands, and for the most part they are or have been covered with timber like the mainland. There is deep water everywhere, and at hundreds of places large ships could be loaded directly from the shore, if necessary. The lumber and coal trade of the sound is very great, and constantly increasing. Besides the mines in the Puyallup Valley near Tacoma, there are others near Seattle, from which 1,000 tons of coal a day are shipped, and others on Vancouver Island. Iron ore has also been found contiguous to the coal-fields near Seattle, and also near Port Townsend. The shores of the sound are in many places abrupt, and high mountains seem to environ this beautiful body of water. From Commencement Bay, at its southern extremity, and also on the broader part of the sound, Mount Tacoma becomes a prominent landmark; while farther north Mount Baker replaces it with its handsome cone of snow. The latter is situated in the northern part of Whatcom county, near the line of British Columbia, about thirty

miles from the sound, and has an elevation of 10,800 feet. Northward of Puget Sound, and extending to the Gulf of Georgia, lies Washington Sound. In this region are San Juan, Orcas, Fidalgo, Lopez, and many lesser islands belonging to the same group. At the head of the broad peninsula west of the sound, extending towards the Strait of Juan de Fuca, and forming the northwestern extremity of the State of Washington, is the noble Olympic range of mountains, from 6,000 to upwards of 8,000 feet in height. These latter elevations constitute a grand feature in the outlook from the deck of the steamer while crossing the sound. The "Queen" touches at Port Townsend and Victoria both going and returning, and there will probably be a stay of several hours at the latter place. See pages 87-89.

Along the East Coast of Vancouver Island.

Vancouver Island stretches along the coast of British Columbia 200 miles, in a northwesterly direction, and our course lies through the inward channels and straits. From Victoria we turn northward through Haro Strait, which, with the San Juan Islands, lying easterly, has become historic through the contention of the United States and Great Britain over the international boundary, trouble having arisen in consequence of the somewhat ambiguous phraseology of an old treaty. The question was whether this channel or Rosario Strait, one of the lesser channels lying farther eastward toward the mainland, was meant as the boundary line. The emperor of Germany, then king of Prussia, to whom the interpretation of the treaty was left, in 1872 decided in favor of Haro Strait, and thus threw into the United States the valuable group of islands referred to. The view from the steamer's deck is superb. Mount Baker, the noble Olympic range south of Victoria and across Juan de Fuca Strait. hundreds of other peaks on the islands and the mainland, and even distant

Mount Tacoma, when the atmosphere is exceedingly clear, may be seen; while the picturesque shores of the archipelago through which we are passing form ever-changing visions of beauty. Emerging from Haro Strait, probably through Active Pass, we are for a time in the broader waters of the Strait of Georgia, and skirting Galiano, Valdes, and Gabriola Islands, which lie along the coast of Vancouver.

The passengers are quite likely to awaken the succeeding morning near Nanaimo, an old Hudson Bay Company's post seventy miles north of Victoria. Near that town are extensive coal mines, where our steamer sometimes stops for fuel on her southward trip, coal for the outward voyage having been obtained previous to our embarkation. The mines here are of immense value, as the coal is of unsurpassed quality for steaming purposes. Their discovery, by the late Richard Dunsmuir, was wholly accidental. He chanced to be riding a horse down through the forest, when the animal stumbled over an outcropping of lignite. A partner, who originally put in £1,000 to develop the property, later on sold his interest to Mr. Dunsmuir for £150,000, and another who invested the same amount withdrew at the end of ten years with £50,000.

A railway runs from Victoria to Nanaimo and the Wellington mines, and the telegraph reaches thus far; but beyond, the traveler is shut out from the happenings in the world at large. For the nonce we may give ourselves over to the full enjoyment of scenery unrivaled in any part of the globe.

We continue through the Strait of Georgia, which narrows when Lasqueti and Texada Islands are reached. The view of the mountains, especially of those on the mainland, is superb. Long lines of snow peaks, tossed into fantastic forms and gleaming in the declining sun like silver and gold, fill the eastern horizon. There is a series of wonderful fiords, penetrating the coast in some instances for 100 miles

or more north of Burrard Inlet, known successively as Howe Sound, Jervis Inlet, Desolation Sound, Toba, Bute, Loughborough, Knight, Kingcombe, Seymour, and Belize Inlets. These are invariably lined with high mountains, the waters at their foot being of untold depths.

About Jervis and Bute Inlets are peaks between 8,000 and 9,000 feet high. A group of needle-like spires near the latter, 8,100 feet high, is especially notable. The whole region is uninhabited except by a few scattered Indian tribes; and the same may almost be said of the northwestern two thirds of Vancouver Island, where, in fact, no signs of human life are discernible except around a few saw-mills, salmon canneries, and two or three native villages. We enter Discovery Passage, the first of the river-like channels through which we are to journey for many hundreds of miles, passing on the right Cape Mudge, and from an expansion of the passage caused by an indentation of the Vancouver shore, known as Menzies Bay, pass into the famous Seymour Narrows. Through this contracted channel the tides rush with great velocity, sometimes running nine knots an hour. The steamer is so timed as to go through the Narrows with a favoring tide. Discovery Passage, and also Johnstone Strait, which is beyond, lying between Vancouver Island and the mainland, are lined with mountains of from 3,000 to 6,000 feet elevation. Farther inland on both sides are still higher peaks, of which occasional glimpses are had. In the interior of the island are mountains over 8,000 feet high. Down many of the heights cascades are seen coursing, especially after a recent rain.

Johnstone Strait is fifty-five miles in length, and is succeeded by a lesser stretch of water called Broughton Strait, which lies between Vancouver and Malcolm Islands. On Cormorant Island, opposite the Nimkeesh River, is the Indian village of Alert Bay

and also a cannery. At the south extremity of the town is a native burial ground, where the graves are quaintly decorated with flags and rude carvings. These Indians are mainly of the Nimkeesh tribe, although there are also some of the Kwawkewlths, who come chiefly from Fort Rupert above, towards the head of Vancouver Island. The latter are among the most degraded people living on the coast, and, notwithstanding the efforts of the missionaries, remain to a large extent in paganism. The conical peak seen on Vancouver Island, and long visible, is Mount Holdsworth (3,040 feet). When the open water is reached north of Broughton Strait, Fort Rupert, an old Hudson Bay Company's post, and now an Indian agency, is seen on the left.

Above Vancouver Island.

We now leave Vancouver Island, its northern and northwesternmost capes, Commerell and Scott, with the string of Scott Islands, being seen at the left after Queen Charlotte's Sound is entered. This body of water, less than forty miles in extent, and the still smaller Milbank Sound, farther north, are almost the only places where, even under the proper conditions for such things, the steamer is exposed to the roll of the sea, unless it becomes necessary to follow an outside course near Sitka, instead of threading some of the narrow and intricate passages. We look westward over the broad expanse of the Pacific Ocean. The vessel soon passes from Queen Charlotte's Sound under the lee of Calvert Island, and enters the landlocked channel of Fitzhugh Sound. Here again we have superb scenery on either side, the mountains of Calvert Island culminating in an exceedingly sharp peak known as Mount Buxton (3,430 feet), the retrospective view of which is fine. The soundings for the most part indicate very deep water. As we approach the northern extremity of the sound, where Burke

Channel opens out on the right, opposite Hunter Island, the scenery increases in grandeur, the lesser and nearer hills being clothed to their summits with coniferous trees, while the more distant elevations are covered with snow. From Fisher Channel the vessel turns sharply to the left and enters the narrow Lama Passage, which, farther on, itself makes an abrupt turn northward. On the shores of Campbell Island, at McLaughlin's Bay, is the Indian town of Bella-Bella, and near it are some curiously adorned graves of the natives. To this point the Indians come from Bella-Kula, eighty miles up Burke Channel, in the mountains, to trade. The northern entrance to Lama Passage, through which we emerge into the broad Seaforth Channel, with its multitude of picturesque islands, is extremely narrow. More fine scenery awaits us at this point, the grouping of mountains being grand in the extreme.

Another turn in our remarkably devious course, and we are steaming northward through Milbank Sound, through whose broad entrance we again look out to the open sea. Islands and mountains are innumerable, and there is a constant panorama of lovely scenery. A prominent object seen on the approach to Milbank Sound is Helmet Peak, on Lake Island; and another farther north is Stripe Mountain, on the north side of Dowager Island. The latter is 2,020 feet high, and is marked by a great land-slip down its southwest face. Leaving Jorkins' Point, the southern extremity of the great Princess Royal Island, to our left, we continue our course almost directly northward through the long and narrow Finlayson Channel, some twenty-four miles long, with an average width of two miles. The bold shores of this picturesque waterway are densely wooded to a height of 1,500 feet or more, precipitous peaks rising in places to the height of nearly 3,000 feet, with still higher mountains showing behind with stripes and patches of snow. Waterfalls of great height here add a new element

of beauty to the scenery. A contraction of the channel, known for twenty miles as Graham Reach, and for the next ten miles as Fraser Reach, brings us to the northern end of Princess Royal Island, where we turn westward through McKay Reach into Wright Sound.

Grenville Channel, which we enter from Wright Sound, and which lies between Pitt Island and the mainland, is for fully fifty miles as straight as an arrow, and here are fresh scenes of wonderful beauty and sublimity — mountains several thousand feet in height, which no man has ever visited and as yet unnamed; cascades which seem to tumble from the sky itself, and densely wooded shores where solitude reigns supreme. Some of the distant hills seen through the openings are seamed by glaciers and avalanches. From an expansion of this channel we pass through a narrow strait known as Arthur passage, which has Kennedy Island on the right, and the large Porcher Island on the left. There are many fine mountain peaks on both islands, one on Kennedy Island gaining an elevation of 2,765 feet. Just above Kennedy Island the Skeena River enters from the east. We soon reach the broad waters of Chatham Sound through Malacca Passage, and for some distance course along the shores of the Tsimpsean Peninsula, passing both Old Metlakahtla,—the scene of Mr. William Duncan's early labors, successes, and struggles,—and Port Simpson, an important post of the Hudson Bay Company, established as early as 1831, on the right. The Tsimpsean Peninsula is thirty-two miles in length, and, but for a narrow neck of land between the Skeena and Work Channel, would be an island. It takes its name from the tribe of Indians inhabiting it. These were until recent years the mortal enemies of the Haidas, who live on the Queen Charlotte Islands and in the Prince of Wales Archipelago, the former being on the British, and the latter on the

American, side of the line. It was mainly from this tribe that Mr. Duncan gained his converts. In 1887 Mr. Duncan and about 600 of the Indians removed from Old Metlakahtla to Annette Island in the Alexandrian Archipelago, on the American side, on account of differences with the authorities in the Church of England; while Bishop Ridley continued in possession of the old settlement with about 120 natives, who chose to remain rather than leave their old home. The church at Old Metlakahtla, now a cathedral, built by the Indians themselves, like everything else about the village, under Mr. Duncan's direction, is, by the by, the largest place of worship in all British Columbia.

Continuing northward through Chatham Sound, there are many fine views of distant mountain ranges, one of which, lying back of Port Simpson, culminates in the massive Mount McNeill (4,300 feet).

Alaska.

Leaving the picturesque Portland Inlet on our right, into which enter the Nass River, Observatory Inlet, and the far-reaching Portland Canal, we soon cross, in latitude 54 degrees 40 minutes, the boundary line between British Columbia and Alaska.

Before proceeding farther on our journey, let us examine into the extent and physical condition of our northernmost and westernmost possession,—the land we have crossed a continent to see,—for all we have yet viewed is only preparatory to Alaska.

That the area of Alaska is vast, is a well-known fact; but few persons who are not versed in statistics realize that it is nearly one-sixth as large as the entire United States, and more than one-seventh as large as the whole of Europe. It exceeds in domain three of the largest states of our Union, — Texas, California, and Montana, —

or all that portion of the United States lying east of the Mississippi River and north of Georgia and the Carolinas. England, Ireland, Scotland, and Wales, together with Prussia, Spain, and Italy, might all be placed within its borders, with an area to spare that would measure within twenty-eight square miles of the territory of Switzerland; for Alaska covers no less than 580,107 square miles. The islands upon its coast have an area of 31,205 square miles, or nearly as much as the State of Maine. The Alexander Archipelago, lying north of the British Columbian boundary line and along Southern Alaska, of itself contains several thousand islands. The Aleutian Chain has an area of 6,391 square miles. The general coast line of the Territory is 4,750 miles in extent, or within less than a thousand miles of all the rest of our sea line on the Atlantic, the Pacific, and the Gulf of Mexico put together. Inclusive of islands, bays, rivers, etc., to the head of tide water, Alaska figures up 26,376 miles of shore line. The island of Attu, the farthest of the Aleutian Chain, is as far west of San Francisco as Bangor is east of it, and in fact 2,090 miles west of Sitka. It is as far from the northern to the southern point of Alaska as from Maine to Florida, and as far from its eastern boundary to its westernmost as from Washington to California. It contains in Mount St. Elias the highest mountain on the North American Continent save Orizaba in Mexico. Mount St. Elias belongs to the third highest range in the world. Its great river, the Yukon, computed to be not less than 3,000 miles long, is navigable for 2,000 miles, and is from one to five miles in width for 1,000 miles, while its five mouths and the intervening deltas have a breadth of seventy miles. The glaciers surrounding Mount St. Elias are estimated to be 20,000 square miles in extent.

One of the most popular errors extant about Alaska has reference to its climate. The winters of northern and interior Alaska are undoubtedly very severe; but the

coast south of the Aleutian Islands — the whole of Southern Alaska, in fact — being under the influence of the Kurisiwo, or Black Current of Japan, possesses in reality a mild climate. A record of eight degrees below zero is the lowest that has been registered at Sitka in fifty years, and only four times during that entire period did the mercury descend below the zero point. Fort Wrangel, although farther south than Sitka, is warmer in summer and colder in winter, because it is farther removed from the great equalizer — the ocean current. The Queen Charlotte Islands, on the other hand, have a very mild climate.

The native population of Alaska, with the exception of a single tribe, — the Tinnehs, found in the interior, — estimated by the census reports of 1890 at something over 23,000 altogether, is *not of Indian origin*. Whether Mongolian, Aztec, or both, remains to be proven. Persons who have devoted attention to the subject have found much in the language, customs, and arts of the Haidas, the most remarkable of these tribes, to support the Aztec theory, while there is also much to suggest Japanese or Chinese origin. According to the census reports, there are five distinct tribes, viz. : the Innuits, or Esquimaux ; the Aleuts, inhabiting the Aleutian Islands ; the Tinnehs ; the Thlinkets, of Southern Alaska ; and the Haidas. Those mostly seen by the tourists are Thlinkets, but at Wrangel there are likely to be some Haidas. The white population of the Territory in 1890 was only 4,303 — 3,860 males and 443 females. Even this small number includes nearly 400 men found on ships in harbors at the time the census was taken, and laborers in canneries, and others in the country only in summer.

The United States paid Russia the sum of \$7,200,000 for the country in 1868. The seal catch, the monopoly of which has recently been extended by the government for

the second time, has returned a good rate of interest on this expenditure. The fisheries are valued at \$3,000,000 a year, and the gold production is large and of growing importance. Some forty salmon canneries are in operation during the season, giving employment to 2,000 white laborers, 2,500 Chinese, mostly skilled workmen, and 1,500 natives, most of them fishermen. This industry represents a capital of \$4,250,000. Experts declare that Alaska has seventy-five species of food fishes, seven eighths of which are strictly adapted to the use of man, and more than one half of this number are widely distributed, and exist in great abundance. For the production of gold eight mining districts have been organized. There are sixteen mills for crushing ore in the Territory, with 550 stamps, and placer mining continues active. So far from being a barren, bleak, untenable country, as the opponents of the purchase scheme so strongly contended, Alaska is likely to become one of the richest parts of our national domain.

Along the Alaskan Coast.

In entering Alaska from British Columbian waters, the voyager crosses Dixon Entrance, as the channel north of Dundas Islands, and between Prince of Wales and Queen Charlotte Islands, is called. One of the first points of land seen jutting into American waters is Cape Fox, so named by Vancouver. Near here, at Fort Tongas, the United States formerly maintained a military post, and later a custom house, but both have been given up. The situation of Fort Tongas renders rain very frequent, and the excessive rain-fall of 118 inches is said to have been recorded in a single year. From Dixon Entrance we course northward through Clarence Strait, which is over 100 miles long and nowhere less than four miles in width. We are now within that remarkable geographical area known as the Alexander Archipelago, a bewildering

collection of mountain-studded islands, rocks, straits, inlets, and passages, as yet but partially explored. Throughout the whole of Clarence Strait we have the great Prince of Wales Island on the west. At Port Chester, on Annette Island, which is one of the Gravina group, Mr. Duncan has founded the new Metlakahla, and is rapidly building up a substantial town, with a church, schools, and self-supporting industrial establishments. North of the Gravina group lies Revilla Gigedo Island, with its varied and picturesque shores; while upon the left Casaan Bay is an indentation of Prince of Wales Island. The several islands are mountainous, and the views at all points are exceedingly fine.

Fort Wrangel.

After passing Etoline, Zarembo, and some lesser islands, and emerging from Clarence Strait, we reach Fort Wrangel, an old Russian settlement that stands at the head of Wrangel Island, and at the mouth of the Stikine River, one of the waterways that lead to the Cassiar mining region in the interior of British Columbia. The place has lost its old importance, and is given over chiefly to the Stikine tribe, a branch of the Thlinket race, but is interesting to the stranger as possessing the best display of totem poles he is likely to see. The totem pole is a sort of ancestral emblem formerly held in high esteem, but fast disappearing. The natives are divided into families, or clans, of which the Raven, the Wolf, the Whale, and the Eagle are the chief representatives, and, as tradition relates, the progenitors. Thus the representation of these animals or birds, with their commingling in case of intermarriages, becomes a sort of family crest. United with the rude carvings of heads, various striking events in the career of the family are sometimes depicted. The poles are from twenty to sixty feet in height, and from two to five feet in diameter, the carving being

in front, while the rear portion is hollowed out to make them light enough to erect. These carved emblems are placed in front of the house; and in some of the totem poles seen among the Haidas, where the oldest and best-executed specimens are found, a doorway was cut through the trunk of the totem for ingress and egress. It was also customary to ornament the top with a figure wearing a Tyhee hat, in case the householder was a chief, and upon this would be cut a series of rings, corresponding with the number of "pot-latches" (a feast with gifts) with which the inmate had honored his friends. The totem poles seen at Wrangel are interesting specimens, though not of the highest order of totem carving. The natives generally carve their household implements, and even their paddles and wooden-mounted fish-hooks, into hideous shapes. This is true especially of the Haidas, who are also expert workers in silver. Silver bracelets and bangles, carved horn spoons (now becoming rare), Chilkah blankets, and black stone carvings, (from Skidegate, on the Queen Charlotte Islands) are the curios mostly sought after by tourists throughout Alaska and at British Columbian ports. The spoons are made from the horn of the mountain goat.

In addition to the totem poles in front of the habitations at Wrangel, there were some curiously marked graves, one being surmounted by a huge carving of a wolf. This has lately been removed from its former site to another part of the village, near the saw mill. Some of the dwellings at Wrangel have two totem poles, one representing the male side and the other the female side of the house. Indeed, "women's rights" prevail among the Alaskans to an extent that gives the mother the prominent place on the totem instead of the father. In one instance a pole is surmounted by the image of a bear, while no other carving is shown upon the column except the footprints of the animal, made apparently while he climbed to his present eminence.

The Alaskans have many strange customs, one of which is for the young women to besmear their faces with a hideous black paint, which is said to be put on to preserve their complexions. Another is the wearing of the *labrette*, a silver, ivory, bone, or wooden ornament that is thrust through the under lip. A Thlinket woman is not always an object of beauty under favoring circumstances, and certainly a blackened face and a *labrette* do not serve to make her look anywise prettier.

There are at Wrangel a flourishing school and mission.

Northward from Fort Wrangel.

Resuming our voyage, we turn westward from Fort Wrangel, and, entering Wrangel Narrows, steam northward and out through the mouth of Souchoi Channel into Prince Frederick's Sound. On emerging from the Narrows new visions of grandeur await our wondering gaze. A range of high mountains is seen upon the opposite shore, strongly marked in black and white patches of rock and snow. From one of the elevations rises a remarkable monolith called the Devil's Thumb. In one place a huge glacier, the blue ice succeeding the pure white of the snow fields, pours its frozen flood nearly down to the sea. The glacier has been named in honor of the late Carlisle Patterson, of the United States Coast Survey. As we sail nearer and beyond, we see that it comes transversely from the mountains, turning a corner to reach its lower slopes; while at one point a great mass seems to overhang from the mountain-side. Another great glacier succeeds this one, with great prongs running back among the peaks, and then a third. The distant mountain tops, when viewed under varying effects of shadow and sunshine, or under the flooding golden sheen of a sunset, present no end of entrancing pictures.

Leaving Prince Frederick's Sound, we sail northward through Stephen's Passage, which has for the greater part the mainland, on the right, and Admiralty Island, on the left, as its boundaries.

Taku Inlet and Its Glaciers.

Meanwhile we pass Holkham Bay, where, in 1876, the first placer mining in Alaska was begun, and Taku Inlet, a great fiord entering from the east, where there are glaciers running down to the water's edge, evidences of which are seen in floating masses of ice — miniature icebergs. Captain Carroll is accustomed to enter Taku Inlet, and to obtain a supply of ice for the ship at first hand. The glacier at the head of the inlet is magnificent, extending across between two hills with a perpendicular wall of ice upwards of 100 feet high. The ice appears singularly pure and free from earth and stones, both the masses of ice which are floating about, and the great crystal mass that forces its way into the sea, sparkling in the sunlight as if encrusted with myriads of gems. The spectacle here presented is hardly inferior to that of the Muir Glacier farther north.

Juneau and the Gold Mines on Douglas Island.

Leaving Taku Inlet to the right, we ascend Gastineaux Channel, a river-like body of water that separates the mainland from Douglas Island, and soon reach the mining town of Juneau, the most populous settlement in all Alaska. Here, on a narrow strip of land, at the foot of a deep ravine flanked by precipitous mountains, is a cluster of white houses. Half a mile away, and reached by a muddy foot-path, is an Auk village. Beyond the village is a native burial-place. A few miles back of Juneau, up the narrow and picturesque ravine or gulch, lies the Silver Bow mining basin; and on the

opposite side of the narrow channel, at the foot of the heights, are the buildings connected with the famous Treadwell gold mine. This settlement dates back only to Oct. 1, 1880, when Joseph Juneau and Richard Harris, two mining prospectors, camped upon its site. The place was named Harrisburg, after one of the prospectors, and the region was denominated the Juneau District, in honor of the other. Notwithstanding this mixed nomenclature, the naval officers made the muddle the deeper by naming the harbor in honor of Commander Rockwell, of the United States steamer "Jamestown." Finally, in 1882, the miners decided that the town should be called Juneau, and Juneau it remains.

There are numerous shops about the place, and the pursuit of curios is made a pastime by the tourists. Natives from the Chilkah country frequently come as far south as here; and the celebrated Chilkah dancing blankets, gradually becoming very rare, are likely to be seen, with furs, carvings, and silver ornaments. An excellent weekly paper, the *Juneau Mining Record*, is published here, and there is also a flourishing mission school. The surroundings of Juneau are very picturesque. Both shores are densely wooded, and it is amazing to see how tenacious of life are the firs and cedars which find root on slopes but slightly removed from the perpendicular. Here, as elsewhere, there is a rich and tangled mass of undergrowth. Cascades — some of which on Douglas Island are of large extent — pour down the mountain-sides, mingling their roaring floods with the waters of the sea.

We are likely to next visit the Treadwell mine, across on Douglas Island. Here a crushing mill, of 240 stamps — the largest in the world — is in operation, and the output reaches \$60,000 per month. The ore is of low grade — from \$3 to \$9 per ton — but it is practically inexhaustible, and is so economically worked that the profits

are necessarily large. The mine itself is on the mountain-side, and has been worked largely as an open quarry. Operations were begun in real earnest at this mine in July, 1885, since which time there have been extensive improvements and enlargements.

There are other valuable claims on Douglas Island and near Juneau. Ex-Governor Swineford, in one of his last reports, expresses the belief that this region will become one of the most prolific gold fields in the world. At the Treadwell mine the ore actually in sight is estimated to be worth five times the sum the United States paid for the entire Territory.

Northward Again and up Lynn Canal.

As Gastineaux Channel has not been fully surveyed above Juneau, our steamer returns to Stephen's Passage before proceeding northward. We soon reach Lynn Canal, a remarkable fiord that extends sixty miles directly north into the mountains, there terminating in two forks, named respectively the Chilkah and Chilkoot Inlets. The scenery surpasses in grandeur all that has been seen in more southern latitudes. High mountains line the shores, and no less than nineteen great glaciers pour their icy floods down their sides. Two of these, the Eagle Glacier and the Davidson Glacier — the latter on the west near the head of the channel — are especially notable. The Davidson Glacier was so named in honor of Professor George Davidson, the astronomer, who explored its lower slopes in his visits to the Chilkah country in 1867 and 1869. As we sail in front, the lower slopes of the glacier are screened by a growth of trees that has sprung up on its terminal moraine. Above the trees it is seen pouring down through a rocky gorge, below which it spreads out like a fan to the breadth of three miles. There is, in fact, a glacier in almost every ravine, and the really Arctic appearance of the landscape becomes very marked.

At Pyramid Harbor, which is near one of the Chilkah villages, from which miners depart for the Yukon country, is the northernmost point reached by the Alaska steamers; viz., latitude 59 degrees, 10 minutes, and 36 seconds. The summer days in these latitudes are notably long, there being only two or three hours of appreciable darkness.

The Great Muir Glacier, in Glacier Bay.

We now turn our attention to the crowning glory of this veritable wonderland — the great Muir Glacier, in Glacier Bay. This we reach by retracing our way southward through Lynn Canal to the point where its waters mingle with those of Cross Sound or Icy Strait, from whence we turn northwestward into Glacier Bay, an indentation which extends about thirty miles in that direction, with a breadth of from eight to twelve miles in its lower reach, and narrowing to about three miles at its upper end, where seven enormous glaciers descend to its waters. The peninsula inclosed by Glacier Bay, Cross Sound, and the Pacific Ocean, is from thirty to forty miles wide, and contains numerous lofty mountains, including Mounts Crillon (15,900 feet), Fairweather (15,500 feet), Lituya (10,000 feet), D'Agelet (9,000 feet), and La Perouse (11,300 feet). These form the southern extremity of the Mount St. Elias Alps. All these noble summits are seen from the steamer's deck while ascending Glacier Bay, together with the picturesque White Mountains, which line the east, between Glacier Bay and Lynn Canal; but Mount St. Elias itself is too far north to be visible. Vancouver found a wall of ice extending across the mouth of the bay in 1794, and it was not until 1880 that Glacier Bay occupied a place on any printed map. Near the mouth of the bay is a group of low islands named after Commander Beardslee, of the United States Navy, and composed of loose material, evidently glacial débris. Willoughby

Island, near the middle of the bay, is a bare rock, about two miles long and 1,500 feet high, showing glacial furrows and polished surfaces from the bottom to the top. The Muir Glacier enters an inlet of the same name, near the head of the bay, in latitude 58 degrees, 50 minutes north, and longitude 136 degrees, 40 minutes west of Greenwich. It was named for Professor John Muir, the Pacific Coast geologist, who in 1879 was, with Rev. S. Hall Young, of Fort Wrangel, the first to explore the glacier. It was not until 1883 that Captain Carroll began bringing tourists hither.

The glacier enters the sea with a gigantic front two or three hundred feet above the water, and a mile wide. Imagine a wall of blue ice, splintered into columns, spires, and huge crystal masses, with grottoes, crevices, and recesses, higher than Bunker Hill Monument, and of such far-reaching extent! It is a spectacle that is strangely beautiful in its variety of form and depth of color, and at the same time awful in its grandeur and suggestion of power. And not alone is the sight awe-inspiring. The ice mountain is almost constantly breaking to pieces with sounds that resemble the discharge of heavy guns or the reverberations of thunder. At times an almost deafening report is heard, or a succession of them, like the belching of a whole park of artillery, when no outward effect is seen. It is the breaking apart of great masses of ice within the glacier. Then some huge berg topples over, with a roar and gigantic plash that is heard and felt for miles, the waters being thrown aloft in clouds of spray. A great pinnacle of ice is seen bobbing about in a wicked fashion, perchance turning a somersault in the flood before it settles down to battle for life with the sun and the elements on its seaward cruise. The waves created by all this terrible commotion even rock the huge steamer, and wash the shores miles away. There is scarcely an interval of ten minutes in the day or night without some exhibition of this kind. There are

mountains each side of the glacier, the ones upon the right or east shore being more elevated. High up on the bare walls are seen the scored and polished surfaces produced by glacial action, indicating that once the ice stream was thousands of feet thick. The present glacier is retrograding quite rapidly, as may be seen by many evidences of its former extent, as well as by the concurrent testimony of earlier visitors. On either side is a moraine half a mile wide, furrowed and slashed by old glacial streams, which have given place to others higher up the defile as the glacier recedes. On the west side the stumps of an ancient forest, supposed to be pre-glacial, have been uncovered. Notwithstanding the contiguity of the ice and the generally frigid surroundings, bluebells and other flowers are found blooming. In the centre of the ice stream, about two miles from its snout, is an island of rock, the summit of some peak which the great glacier mill has not yet ground down.

Professor George Frederick Wright, who has a world-wide fame on account of his investigations of ancient glacial action, devoted a month's study to the Muir Glacier in 1886, and made some interesting experiments to determine its rapidity of motion. The main body of the glacier, says Professor Wright, occupies a vast amphitheatre, with diameters ranging from thirty to forty miles. Nine main streams of ice unite to form the grand trunk of the glacier. These branches come from every direction north of the east and west line across the mouth of the glacier; and no less than seventeen sub-branches can be seen coming in to join the main streams from the mountains near the rim of the amphitheatre, making twenty-six in all. The width of the ice where the glacier breaks through between the mountains is 10,664 feet; but the water front, as previously remarked, is only a mile wide. The central part of the mass moves more rapidly than the sides, and formerly extended about a quarter of a mile beyond the

corners. It should be said that the front frequently changes its aspect, in consequence of the breaking away of huge masses, and sometimes the sides project beyond the centre section. The depth of the water 300 yards south of the ice front, according to Captain Hunter, is 516 feet near the middle of the channel. In recent years a still greater depth has been noted by Captain Carroll, a short distance in front of the glacier. Professor Wright's measurements showed the front to be 250 feet high at the extremity of the projecting angle. Gleaming masses of crystal, veritable icebergs, wrenched from the descending glacier, float about the bay driven hither and thither by wind and tide. As from five eighths to seven eighths of the bulk of an iceberg are supposed to be beneath the surface, some of these bergs must be of huge proportions. The measurements made by Professor Wright and his companions, to determine the rate of motion, developed some interesting facts. In this connection it should be remembered that the calculations made as to the rapidity of glacial movement by De Saussure, Agassiz, Tyndall, and others, have been based upon measurements of the Swiss glaciers, which are small and shallow when compared with the enormous ice streams of Alaska, Greenland, and the polar seas. Observations made upon different sections of the Muir Glacier led Professor Wright to these conclusions: That a stream of ice, presenting a cross-section of about 5,000,000 square feet (5,000 feet wide by about 1,000 feet deep), is entering the inlet at an average rate of forty feet per day (seventy feet in the centre, and ten feet near the margin of movement), making about 200,000,000 cubic feet per day during the month of August.

In the summer of 1890 Professor Reed, of the Case School of Applied Science, Cleveland, O., made an elaborate series of observations, and was led to different conclusions. His opinion is that the glacier flows at a much less rapid rate.

The steamer generally approaches the glacier front to within a safe distance, near enough, however, for a close examination of its formidable wall, and there is also time for a landing and a limited exploration of its surface and surroundings.

Sitka.

Leaving Glacier Bay with reluctance, we shall steam away for Sitka, the capital of Alaska. There are two routes thither—one through Cross Sound, or Icy Strait, and the other through Peril Strait, or Pogibshi Channel. Peril Strait lies between Chichagoff and Baranoff Islands. Sitka is on the western shore of the latter, inside Kruzoff Island. It is very picturesquely situated, with a noble background of mountains, while the bay is dotted with scores of beautiful green islands. Across the bay on Kruzoff Island is the extinct volcano, Mount Edgumbe, 2,800 feet in elevation. Mount Verstovaia rises sentinel over the town to a height of 3,212 feet. Mount Edgumbe (and also Mount Fairweather) received its name from the intrepid navigator, Captain James Cook, who visited these shores in May, 1778, in the course of his third and last voyage to the Pacific Ocean. Sitka was founded in 1804 by Baron Baranoff, the first Russian Governor of Russian America, four years after his original settlement at Starri Gavan Bay—a few miles north of the present site—had been destroyed by the natives, in the first year of its existence. There are many reminders of Russian occupation, the chief of which is the Greek Church. The Baranoff Castle, a plain block edifice, which stood on Katalan's Rock, near the water, was burned March 17, 1894. This was the third edifice erected on the same site by the Russians, the first having been burned, and the second destroyed by an earthquake. Several other large structures, built during Russian occupancy, remain, and serve for barracks,

court rooms, etc. The principal street of the town, and almost its only one, extends from the wharf to the Greek Church, and then, bending around the corner of that notable edifice, winds along the beach to the Presbyterian Mission.

If the visitor continues his walk in that direction, he will discover a romantic path through the woods by Indian River. A little square at the left of the main street near the water — beyond which is the modest residence of the governor of the Territory, — was once a Russian shipyard. Stretching along the shore to the left is the native town or *rancherie*, where 800 to 1,000 Sitkans live in the peculiar kind of frame houses common to other parts of Southern Alaska. Nothing in the form of totem poles is seen here, although the Sitkans, once a powerful, insolent, and really dangerous tribe, have many customs common to other Alaskan peoples. A small part of the old stockade, which kept the natives without the Russian town after prescribed hours, still remains, although most of the barricade was destroyed after the withdrawal of the American troops in 1877. On the slopes back of the native *rancherie* are the burial-grounds of the Russians and the Sitkans, and the remains of an old block-house that commanded an angle of the stockade. Katalan's Rock bears the name of an ancient chief who had his habitation there. The Greek Church, with its green roof and bulging spire, is the most picturesque edifice in the town, and is one of the chief centres of attraction. It contains some quaint pictures on ivory, with settings of silver and other metal. Although few Russians are left in Alaska, the Russian government expends about \$50,000 a year in maintaining this church and others at Kodiak, Juneau, and Ounalaska. In the belfry is a chime of six sweet-toned bells brought from Moscow. The old Russian mill still stands beyond the church; but the tea garden, clubhouse, and race-course are decayed and practically forgotten. The Presbyterian

Mission, established in 1877 by Rev. Sheldon Jackson, D. D., and Mrs. A. R. McFarland, and now under the charge of Rev. Alonzo E. Austin, is the largest in Alaska.

The Return Trip.

Sitka is accounted the end of the northward voyage, although situated many miles south of Glacier Bay and Pyramid Harbor. We have yet nearly 1,000 miles of water passage to accomplish before reaching Victoria, Port Townsend, and the other Puget Sound points. Our track will be in the main over the same magnificent course we have come, with the omission of the more northward portion. There will perhaps be landings at several points, including Juneau and Fort Wrangel, although this is not certain; and the trip will possess fresh interest from the fact that much of the scenery missed in the night during the northbound passage will now be visible. Even with the same grand scenes to gaze upon and nothing else, the experience would be enchanting; for the grand panorama along the Alaskan and British Columbian coast is matchless in its beauty, variety, and true grandeur. The return will occupy five or six days, but the exact times of arrival or departure cannot be predicted with any degree of exactitude in a voyage of such extent.

Victoria, B. C.

Returning once more to Puget Sound the steamer touches again at Victoria, the capital of British Columbia. The Canadian province of British Columbia, which extends from the Rocky Mountains to the Pacific, and from the northern boundary lines of Washington, Idaho, and Northwestern Montana to Alaska and the Arctic Ocean, comprises about 350,000 square miles. Victoria is a beautiful city of about 15,000 inhabitants, charmingly situated at the southeastern extremity of Vancouver

Island. Fort Victoria, a subsidiary depot of the Hudson Bay Company — the chief depot then being at Fort Vancouver, on the Columbia River — was established in 1843; and in 1848, at the time of the "Cayuse War," it became an important position for sending supplies to the interior. In 1858, about the time of the gold-mining excitement on the Fraser and the Skagit, New Georgia and New Caledonia, as the main coast and interior had previously been designated, became by royal edict British Columbia, and in 1866 the colony of Vancouver Island was united therewith. Fort Victoria, meanwhile, became the city of Victoria.

Victoria presents many interesting features to the stranger. The business avenues have a substantial appearance, and all the streets are wide and well kept. Most of the dwellings have in front of them or surrounding them pretty gardens in which flowers abound through a large part of the year. The government buildings, five in number, and built in Swiss style, comprising the Parliament House, government printing office, land and works departments, government offices, messenger's residence, and the Provincial Museum, occupy a prettily adorned square just across James's Bay. In front of these is a granite shaft erected to the memory of Sir James Douglas, the first governor of the colony. There is a populous "Chinatown," and, mingled with the Mongolians on the streets, are many Songhish Indians. There is a reservation of this tribe near the city. The view from the upper streets, or from the summits of Beacon or Church hills is very fine, commanding, as it does, a large expanse of water, the Olympic range across the Strait of Juan de Fuca, and the massive form of Mount Baker in the east. There are also several very picturesque elevations on the island within a few miles of the city. Esquimalt, the chief naval station for Her Majesty's ships on the Pacific, is three and a half miles from the city, and is reached

by a splendid road. Here are found a magnificent harbor, a government arsenal, and an extensive dry-dock. The dry-dock, which is 400 feet long, 65 feet wide, and 26 feet deep, cost \$250,000. The Gorge is a rock-bound channel, several miles up an inlet of the sea, where at every change of the tide the water rushes through impetuously.

The commercial importance of British Columbia is gaining and centres largely at Victoria, the export trade of the port amounting to some \$6,000,000 annually. The Alaska steamers lie at the outer wharf, from which a street car line leads to the centre of the city. Carriages will also be found there. The drives in the vicinity of Victoria are delightful, the roads being unusually good and bordered by magnificent forests.

Port Townsend.

After leaving Victoria, "The Queen" will continue on to the American ports on Puget Sound, the first of which is Port Townsend, situated at the head of the Strait of Juan de Fuca, and until recently the port of entry for the whole Puget Sound district. With every possible advantage in the way of situation and climate, and with the prospect of early railroad communication with the rest of the world, this place is making very rapid progress. More American tonnage is registered in Port Townsend than in any other port except New York. The government has already expended \$220,000 for a Custom House, and it is proposed to erect fortifications near the light-house at a cost of \$500,000. A County Court House and other public buildings have been erected. From Port Townsend the steamer proceeds to Seattle, where it is expected that the party will arrive not later than Friday, June 21.

Seattle.

Seattle is a remarkable city that has been built up on the east shore of the sound, —twice built up, in fact,—nearly the entire business section of the place having been burned in June, 1889. With a population of 42,837 in 1890 against 3,533 in 1880, the city is already one of the leading Pacific Coast points, and its many interests are constantly increasing in importance. Some of the schools, churches, and several of the public buildings—notably the County Court House—are imposing edifices. Numerous railway lines enter here, and there are also steamer connections with near and distant points. Seattle is charmingly situated between the waters of Elliott Bay and Lake Washington, a body of fresh water thirty miles in length. Our hotel will be The Rainier-Grand.

Over the Cascade Division of the Northern Pacific Railroad.

Our homeward journey is to be made over the Northern Pacific Railroad. The first part of the trip eastward includes the picturesque Cascade Division of this great trans-continental line. The section of Western Washington traversed is mountainous. The traveler first ascends the fruitful Puyallup Valley, the great hop-growing region of the Pacific Coast, where, in the hop-picking season, the strange sight is presented of 2,000 or more Indians laboring in the fields, some of the copper-skinned workers coming many hundred miles to gain employment. At South Prairie and beyond we are in proximity to the great coal-fields of the State. The ascent of the Green River brings us to the summit of the range, and, at an elevation of 2,809 feet, we pass through the Stampede Tunnel, which has a length of 9,850 feet, and is lighted by electricity. It is the longest tunnel in America with the exception of the Hoosac Tunnel, in Massachusetts. Some of the densest timber in the world is found on the

western slopes of the Cascades. Trees from six to eight feet in diameter are hardly worth mentioning, and cedars, firs, and pines 100 to 150 feet high are numerous.

We descend on the east side of the Cascade range into the broad valley of the Yakima River, which is reached within five miles of the tunnel, and followed for 165 miles. This stream is from 200 to 300 feet wide for much of the way, and forms one of the most important tributaries of the Columbia. Ellensburg, the country seat of Kittitas, is the first town of importance reached after crossing the mountains, although several new places are springing into existence in the vicinity of the coal mines. It is one of the growing cities of the young State, and, notwithstanding its devastation by fire in 1889, is a populous and handsome place.

Eastern Washington.

Crossing the Columbia River near Pasco, we traverse two growing counties of Washington — Whitman and Spokane. In the latter, more especially, several important towns have come into being along the road, including Sprague, Cheney, and Spokane, the latter being the only one of the three that had any existence before the railway was built. Cheney contains a handsome academy, the gift of Benjamin P. Cheney of Boston, in whose honor the town was named. Spokane is a large and flourishing city, which, like Seattle and Ellensburg, has suffered a baptism of fire. The place has been rebuilt in a more substantial way than ever, and has already taken its stand among the most enterprising and important cities of the far West. Its population is some 20,000. Long lines of magnificent business blocks line the principal streets, and there are on every hand evidences of prosperity based, in the first instance, on the splendid water-power.

Idaho.

Nineteen miles east of Spokane the boundary line between Washington and the newest State of the American confederation—Idaho—is crossed. The Northern Pacific Railway traverses a very narrow strip of the northern part of the last-named State, the distance from the western border to the eastern being about seventy-eight miles only. Rounding the upper extremity of Lake Pend d'Oreille, the road ascends Clark's Fork, a turbulent stream which flows down through a succession of wild gorges to the Bitter Root Mountains. The new State of Idaho has 84,229 inhabitants, according to the last census.

Montana.

Near Clark's Fork station we pass out of Idaho and into the new State of Montana, which, with its 143,776 square miles, is very nearly as large as the great States of New York, Pennsylvania, and Illinois combined. It has more than 1,000,000 acres in excess of the whole of New England. There are in Montana nearly 40,000,000 acres of grazing lands, and 16,000,000 acres which are suitable for farming, in addition to its vast wealth in mines. The railroad traveler is likely to declare that the region is practically treeless, and yet the State contains no less than 14,000,000 acres of forests, or more than are comprised in the State of Michigan. Montana was organized as a Territory in 1864, a year after Idaho; and until 1880 there was not a mile of railroad within its borders. It was admitted to Statehood in 1889, and in 1890 was credited with a population of 131,769. Entering Montana in the extreme northwestern corner, where Clark's Fork makes its way through the Bitter Root Mountains, we reach Heron, a town of several hundred inhabitants in the midst of a forest. One hundred

and thirty-five miles east of Heron, and fourteen miles west of Missoula, the Coriakan Defile is reached, and the track crosses Marent Gulch by means of a trestle bridge 866 feet long and 226 feet high. A little farther on are other trestle bridges, one of which is 112 feet high.

Missoula, the county seat of Missoula county, is beautifully situated at the western gateway of the Rocky Mountains, on the north side of the Missoula River, near its junction with the Bitter Root and the Hell Gate. It was formerly an isolated and remote frontier post, but the railroad has made it a stirring town.

We are now approaching the main range of the Rocky Mountains, although the actual continental divide lies 106 miles east of Missoula. The road follows up Hell Gate River, passing through Hell Gate Cañon, which, however, is less of a cañon than a valley, being from two to three miles wide. We are in the midst of a placer-mining region; and the river, ordinarily clear; is in summer stained by the deposits of dirt from the tributary streams, along which many mining camps are located. Some of the mines are very rich; and a large amount of the gold production of Montana, amounting to nearly \$9,000,000 annually, has come therefrom. There is some grand mountain scenery in the vicinity, the snow-covered peaks of Mount Powell being prominent south of the railroad.

Crossing the Rocky Mountains at the Mullan Tunnel, which has an elevation of 5,548 feet above the sea, we descend the eastern slopes of the great Continental Divide, and approach Helena. This city, with a population of about 15,000, is situated at the eastern base of the Rocky Mountains and on both sides of the famous Last Chance Gulch, which yielded over \$10,000,000 worth of nuggets and gold dust. Helena contains many handsome buildings, and is the commercial and financial centre

of the new State, as well as its capital. Continuing eastward from Helena, the road passes through a mining region, and forty-two miles from that city crosses the Missouri River. It follows up that stream amid much wild scenery, to Gallatin City, where the three rivers forming the Missouri, viz., the Gallatin, Madison, and Jefferson, unite. We keep on through the Gallatin Valley, and 120 miles from Helena reach Bozeman, another flourishing and bustling town. Ascending through Rock Cañon we cross the Belt range of mountains at an elevation of 5,572 feet above the sea level. Near the summit the hills are pierced by a tunnel 3,500 feet in length. Livingston, the diverging point of Yellowstone Park travelers, and a large and growing town, lies in the valley of the Yellowstone at the eastern foot of the belt range.

Up the Yellowstone Valley.

From Livingston a branch of the Northern Pacific Railroad extends up the Yellowstone Valley to Cinnabar, a distance of fifty-one miles, and there is a stage ride of only seven miles thence to the Mammoth Hot Springs. The scenery along this part of the line is bold and striking. We are already amid the mountains; and at the upper end of Paradise Valley the massive form of Emigrant Peak, 11,034 feet in height, becomes a prominent landmark. The chief objects of interest above this point are the Sphinx and the Devil's Slide. The latter consists of two enormous dikes of trap-rock on the steep slopes of Cinnabar Mountain.

The Yellowstone National Park.

The reservation known as the Yellowstone National Park, set apart for public uses by an act of Congress passed in 1872, originally covered a tract of about sixty-five

miles in length from north to south, and about fifty-five miles in width from east to west, lying chiefly in Northwestern Wyoming, and over-lapping, to a small extent, the boundary of Montana on the north, and of Idaho on the west. This gave an area of about 3,575 square miles, a tract that was nearly as large as the States of Rhode Island and Delaware combined, and nearly half as large as the State of Massachusetts. To this was added, in 1891, a forest reservation of nearly 2,000 square miles, comprising the country adjacent to the former park on the south and east. Thus the area of the national reservation has been extended eight miles south and about twenty-four miles east. The name "park" is perhaps misleading, as it is exceedingly diversified, containing numerous parks, or open tracts, as the name "park" has been bestowed in the mountain sections of Colorado, besides high mountains and beautiful lakes. The Rocky Mountain chain crosses the southwestern portion in an irregular line, leaving by far the greater expanse on the eastern side. The lowest elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height, Electric Peak (in the northwest corner of the park, not far back of Mammoth Hot Springs) having an elevation of 11,300 feet. The drainage of the park area is divided among three distinct systems — the Yellowstone River, which has about three fifths, and runs in a sinuous course from the southeast to the northwest corner of the park, mainly through deep cañons, and the Madison and Snake Rivers, which have about one fifth each. In 1871 Dr. F. V. Hayden made his preliminary survey, the report of which prompted Congress to set aside the tract as a public park. Since that time Dr. Hayden and his assistants have made further surveys of the region, and his twelfth annual report, for 1878 (issued in 1883), gives the fullest infor-

mation about the park yet published. For several years past Mr. Arnold Hague, with a corps of scientific assistants, has been making a series of careful surveys of the region. "The number of geysers, hot springs, mud pots, and paint pots," said Mr. Hague in 1887, "exceeds 3,500; and if to these be added the *fumaroles* and *solfataras*, the number of active vents would probably be doubled." The same authority enumerates seventy-five active geysers in the four principal basins.

The park is under the care of the Secretary of the Interior, and the present superintendent is Captain George S. Anderson, of the United States Cavalry. The regulations against the marring or removal of geyser or hot spring deposits are necessarily strict, and are impartially enforced.

Mammoth Hot Springs.

We shall make two visits to the Mammoth Hot Springs — before and after the tour of the park — so that there will be ample time to inspect the wonders of the region.

The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet, 1,213 feet higher than the hotel. The whole plateau and the steep slopes extending down to the river are mainly composed of carbonate of lime deposits, resulting from springs now extinct. There are no active geysers at the present time in this basin; but two large cones of extinct springs stand at no great distance from the hotel, and are almost the first objects to attract attention. These are Liberty Cap, an isolated shaft forty-five feet in height and twenty in diameter at its base, and the Giant's Thumb, or Liberty Cap No. 2, about

100 yards distant and smaller. Both show signs of considerable age, and are gradually crumbling away. All around are numerous shallow basins; and in other parts of the plateau are cavities and caverns, from which hot springs probably flowed at some period more or less remote. The beautiful terraces, now in process of formation just below the active springs, are the most interesting objects to be seen, however. The recent deposits, on which the springs are at present found, occupy about 170 acres, and the total area covered by the travertine is about two square miles. There are seventy-five active springs, varying in temperature from 80 to 165 degrees Fahrenheit, in all of which algæ have been found growing. This vegetation, according to the investigations of Mr. Walter H. Weed, of the United States Geological Survey, has been found to play an important part in the formation of the travertine, and in producing its varied coloring. There are eight well-defined benches, or terraces. These are ornamented with beautifully-formed basins, over the rims of which the water finds its way in gentle rivulets and miniature cascades. The walls present the most delicate arabesques, and fretted stalactites depend from the edges. Rich cream and salmon tints predominate, but these deepen into shades of red, brown, green, and yellow; while the turquoise blue of the waters affords a striking contrast of color. The principal objects of interest are the Liberty Cap and Thumb, already mentioned; the active springs, Pulpit Basins, Marble Basins, and Blue Springs, on the main terrace; and Cleopatra's Bowl, Cupid's Cave, and the Orange Spring, which are higher and farther back.

On the Road to the Geysers.

Leaving the hotel at Mammoth Hot Springs, the party will proceed to the Lower and Upper Geyser Basins *via* the Norris Geyser Basin. This journey and the subse-

quent trips about the park will be made in comfortable wagons. The early part of the ride lies over a road which ascends the banks of Glen Creek to the Golden Gate and Rustic Falls, near which is Kingman's Pass, 7,300 feet above the sea. On the plateau above, from which a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak, and Mount Holmes, Swan Lake is situated. Near Beaver Lake are the famous Obsidian Cliffs, a ridge of volcanic glass from 150 to 250 feet high and 1,000 feet in length.

The Norris, or Gibbon Geyser Basin.

This is the first of the geyser basins encountered in our round of the park, and likewise the highest, its elevation above the sea being 7,527 feet. There are numerous springs and a few veritable geysers, the chief of these being the Monarch. The Hurricane is a fierce, roaring spring that is expected to develop into a geyser, and the Growler is the significant name of another vigorous steam and water vent. The New Crater broke out with great vigor in 1890, but was thereafter less violent until last July, when, in connection with an earthquake shock, it began suddenly to play with terrific force, throwing rocks weighing twenty-five pounds, as it was estimated, to the height of 200 feet. This eruption was accompanied by a tremendous roar, while all the other geysers in the basin played actively for hours. The Steamboat Vent has grown remarkably in size and power during the past two years. The Minute Man is a small geyser near the road.

Gibbon Falls.

The road from the Norris Basin southward crosses a ridge, and, descending therefrom to the Gibbon Meadows, or Elk Park, soon enters the wild cañon of the Gibbon

River. A new road has been constructed, as a continuation of the old one along the river bank. This follows the river to a point below the picturesque Gibbon Falls, and forms part of a second route to the Firehole Basin (or Lower Geyser Basin), thus avoiding a series of difficult hills. The falls, which are eighty feet in height, are seen to great advantage from the new roadway, which at this point occupies a high perch directly in front of the cataract.

The Lower Geyser Basin.

The Fountain Hotel in the Lower Geyser Basin will be reached at a seasonable afternoon hour. This basin is a wide valley, with an area of between 30 and 40 square miles, having an elevation of 7,150 feet, or only 90 feet less than the Upper Geyser Basin, from six to ten miles distant. Above this the surrounding plateau rises from 400 to 800 feet, the slopes being heavily timbered. In this section Dr. Hayden's party found 693 springs, including the Egeria Springs of the Midway Basin, among which the Excelsior Geyser and Prismatic Lake are counted. The chief points of interest visited by tourists are the Fountain Geyser and Mammoth Paint Pots, which are situated near each other. The Fountain is a very handsome geyser, and is in eruption five or six times daily. The Paint Pots constitute one of the chief wonders of the park. In a crater forty feet or more in diameter, there are numerous mud springs, in which the material cast forth has the appearance of paint of different shades. The pasty material is exceedingly fine to the touch, and, as it bubbles up, generally assumes for a moment some floral form. Nearly two miles distant easterly, but rather difficult of access, is another group of geysers and springs, including the Great Fountain, one of the most powerful geysers in the park. It is in eruption every forty-six hours, and throws water to the height of from 125 to 150 feet.

The Excelsior Geyser and Prismatic Lake.

In the ride between the Lower and Upper Basins, a halt will be made in the Midway Geyser Basin for the purpose of inspecting the great Excelsior Geyser, Turquoise Spring, and Prismatic Lake, all of which lie on the west bank of the river. The Excelsior, the largest geyser known in the world, was in a state of great activity during 1888, after a period of inaction lasting about six years. The eruptions occurred at intervals of about an hour, and were very powerful. A great dome of water, often accompanied by lavatic stones, was thrown into the air to a height of between 200 and 300 feet, while the accompanying column of steam rose 1,000 feet or more. Early in 1889 the geyser again ceased action, but in 1890 it resumed its work for a short time, though with diminished force. Nevertheless, its eruptions, which occurred every two hours, were grand spectacles. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of Cliff Cauldron was given it by the Hayden Survey in 1871, and it was not until some years later that it was discovered to be a powerful geyser. Hell's Half Acre is another expressive title given to this terrible pit. Two rivulets pour forth from the cauldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The Turquoise Spring, near the Excelsior, is beautiful in its rich tints of blue, and Prismatic Lake, also near at hand, is another wonderful display of color.

The Upper Geyser Basin and its Wonders.

About five miles above the Excelsior Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract inclosed by low hills, with the Firehole River flowing

through it, and mainly upon the east side, are found the chief geysers of this marvelous region. The basin has an area of about four square miles, and a general elevation of 7,240 feet. There are here forty geysers, nine of which are large, besides many beautiful hot springs. The Upper Basin group includes, with others, the following: Old Faithful, Castle, Bee Hive, Giant, Giantess, Grotto, Grand, Oblong, Splendid, Comet, Fan, Mortar, Riverside, Turban, Saw Mill, Lion, and Lioness. These are scattered over the surface of the basin, chiefly along the river bank, Old Faithful being at the southern extremity, and the Fan, Mortar, and Riverside at the northern end, near where the wagon road enters the basin. The Grotto, Giant, Oblong, and Castle are near the road. The Bee Hive, with its handsome cone, from which the geyser takes its name, together with the Giantess and Lion group, is upon the opposite side of the river from the hotel. The Lone Star Geyser, celebrated on account of the size and beauty of its cone, is between four and five miles south of the hotel. On the new road leading to the Lone Star, or near it, is a picturesque fall known as Kepler's Cascade. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. The subterranean forces are never at rest, and the Upper Geyser Basin at all times presents a strikingly weird scene. Strange sights and sounds greet the visitor on every side. Clouds of steam arise from a dozen different localities, some of the springs being hidden in the timber which covers the neighboring mountain-sides. There are daily eruptions of some of the geysers, while others have longer intervals of quiescence. Old Faithful makes a magnificent display once an hour, and is one of the handsomest geysers in the park.

From the Upper Geyser Basin to Yellowstone Lake.

A new route has been opened from the Upper Geyser Basin to Yellowstone Lake, and is much easier to traverse than the old one, which led over the dangerous steeps of Mary's Mountain. It passes over the Continental Divide twice, and affords splendid views of Shoshone Lake and a portion of the park not otherwise seen. The road emerges upon the lake at West Bay, or The Thumb, near which are some interesting springs and "paint pots," and also one active geyser known as the Union. A small steamboat plies upon the lake between West Bay and the hotel near the outlet. Lunch will be taken at this point, and the remainder of the stage ride to the Lake Hotel will occupy most of the afternoon.

Yellowstone Lake.

This large and beautiful sheet of water lies at an elevation of 7,741 feet, according to the latest measurements of the United States Geological Survey. It covers a superficial area of 139 square miles, with an irregular shore line of about 100 miles, and is the largest lake in North America at this altitude. Upon a bluff at the entrance of a little bay near the outlet a new and commodious hotel has been built. The view from this point is charming. In the southeast are some of the highest mountains in the park—including Eagle Peak (11,100 feet), Silver Tip (10,000 feet), Mount Chittenden (10,000 feet), Cathedral Peak (10,500 feet), Mounts Doane, Langford, and Stevenson (all three over 10,000 feet), and other landmarks of the Absaroka, or Hoodoo range. In the south are Flat Mountain, Mount Hancock, and Mount Sheridan (10,200 feet). The latter is the highest of the Red Mountains, near Heart Lake. These peaks are blue in the distance, and the scenery is suggestive of the picturesqueness of the Swiss

lakes. About three and a half miles from the hotel, at an elevation of 8,000 feet above the sea, in a natural bridge. A little stream has worn its way down through a rock wall, and directly under the arch is a fall of about forty feet.

The Falls and Grand Canon of the Yellowstone.

Leaving the Lake Hotel in the morning, we shall proceed to Yellowstone Falls and the Grand Cañon of the Yellowstone. We pass on our way a wonderful object known as the Mud Volcano. It is a pit about twenty feet in depth, and from a capacious opening on one side at the bottom boiling mud surges forth with great vehemence. The road follows the west bank of the river nearly all the way, and affords many delightful views in which dense groves, broad stretches of open country, and the winding Yellowstone are charmingly united. The scenery for the greater part of the distance, indeed, is the most picturesque and diversified of any in the park. It is not an infrequent experience to observe thousands of large trout swimming in the river or leaping to the surface. Their numbers are legion, and it is seldom that one is seen weighing less than a pound.

Upon an elevated plateau above the river, nearly a mile from the former house, a new and capacious hotel, fitted up with modern improvements, has been built. In its approach to the hotel the road crosses Cascade Creek, just above the pretty Crystal Cascades. The Yellowstone Falls are two in number. At the head of the Upper Fall the river has a width of about eighty feet, and the waters plunge over a shelf between walls that are from 200 to 300 feet in height, upon a partially submerged reef 109 feet below. Dense clouds of spray and mist veil fully one third of the cataract.

Half a mile below this fall is the Lower or Great Fall, which is grander and more

impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon, the sheer descent being 308 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view point at the verge of the fall. The best views, however, are had farther down the trail, where many favoring points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and *algæ*.

The cañon is considered by many the greatest of the park marvels. The height of the plateau at the falls is 7,800 feet. It increases slightly northeastward, until, in passing the mountains, it has an elevation of about 8,000 feet. There may be deeper cañons elsewhere, but they cannot exceed in impressive beauty the marvelously pictured rift through which the Yellowstone winds its way after its last grand leap. A narrow trail runs along the western edge, and there are many jutting points from which new vistas are opened through this enchanted land. The walls are in places perpendicular, though generally sloping; while at the bottom is the fretted and fuming river, a ribbon of silvery whiteness or deep emerald green. Along the bottom of the cañon are domes and spires of colored rock, some of them hundreds of feet in height, yet reduced to much smaller proportions by the distance. On the apex of one of these pillars is an eagle's nest. But the gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimson and greens are seen with all their gradations and blendings. Emerald mosses and foliage form the settings for dashes of bright rainbow colors.

From the Canon to the Mammoth Hot Springs.

From the Grand Cañon of the Yellowstone a road extends directly west to Norris Geyser Basin, which is about a dozen miles distant. The latter part of the way is beside the Upper Gibbon River. The Virginia Cascades, which are at the side of the stage road, form one of the prettiest sights in the park. This beautiful waterfall is situated on the upper waters of the Gibbon. The stream courses down a rocky incline for 200 feet or more; and the road, after approaching the cascade at the top, descends the hill in front of the fall. Just beyond, the road makes a sharp bend around a rock barrier called Cape Horn. From the Norris Geyser Basin Hotel, where we dine, we proceed to Mammoth Hot Springs, arriving at the latter point in the afternoon.

It may be deemed advisable to divide the party for the round of the Park. In that case one section will reverse the order of travel described in the foregoing pages.

From the Yellowstone National Park Eastward.

Taking our departure from the hotel at Mammoth Hot Springs by stage, the party will proceed to Cinnabar, whence our route takes us back to Livingston on the Park Branch, and then eastward on the main line of the Northern Pacific Railroad. For some 350 miles we follow the banks of the Yellowstone. Billings, named in honor of the late Frederick Billings, a former president of the Northern Pacific Railroad, is a flourishing town of 1,500 inhabitants, 1,020 miles from Tacoma, and 891 miles from St. Paul. Twenty-eight miles east of Billings is Pompey's Pillar, a mass of sandstone about 400 feet high, on the side of which Captain William Clark, the explorer, carved his name, July 25, 1806. At Big Horn the railroad passes through a tunnel 1,100

feet long, and immediately after crosses the Big Horn River on a bridge 600 feet in length. Custer, Forsyth, and Miles City are places named in honor of military heroes. The latter is a young city of considerable importance, and a few miles west of it is Fort Keogh. Still farther on we shall reach Glendive, a growing town near the eastern line of Montana, and the last point of importance within that State.

Thirty-six miles east of Glendive and one mile west of Sentinel Butte we pass out of Montana, through which we have journeyed on the main line of railway 780 miles. The succeeding 367 miles lie within the new State of North Dakota. Both North and South Dakota were admitted to statehood in 1889, together with Montana and Washington. The former has a population of 182,719.

Pyramid Park or the "Bad Lands."

On entering North Dakota, we soon find ourselves in the famous "Bad Lands." The mighty forces of water and fire have here wrought strange confusion. Buttes from 50 to 150 feet high are seen, with rounded summits, steep sides, and variegated bands of color. The black and brown stripes are due to veins of impure lignites, from the burning of which are derived the shades of red; while the raw clay varies from a glaring white to a dark gray. The mounds are in every conceivable form, and are composed of different varieties of argillaceous limestone, friable sandstone, and lignite, lying in successive strata. The coloring is very rich. Between these curiously shaped elevations are ravines and gulches, through which streams meander; and there are occasional park-like tracts that afford nutritious grazing for cattle. The term "Bad Lands," as applied to this region and generally understood, is certainly a misnomer. The old French *voyageurs* described the region as "*mauvaises terres pour*

traverser," meaning that it was a difficult country to travel through, and the term has been carelessly translated and shortened into "Bad Lands."

The region lying east of the remarkable section just referred to is devoted chiefly to cattle grazing. The appearance of the country is that of a rough, rolling prairie, with here and there a bold elevation in butte form. Between Mandan and Bismarck the railroad crosses the Missouri River on a magnificent three-pier iron bridge, which cost \$1,000,000. The thriving city of Bismarck, which lies on the east side of the Missouri, is the capital of North Dakota. Jamestown is another flourishing place, and east of there we pass through the great Red River wheat belt. The famous Dalrymple farms comprise some 75,000 acres of land. Fargo, the financial metropolis of the Red River Valley, is a stirring city. It is situated 251 miles from St. Paul.

Minnesota.

The State of Minnesota, which we enter at Moorhead, embraces 83,365 square miles, and in 1890 contained a population of 1,301,826. Its elevation is from 1,000 to 1,800 feet above the ocean, and there are within its borders upwards of 7,000 small lakes. The Northern Pacific Railroad traverses this great empire of the West from the Red River to St. Paul, and, in an important easterly extension, from Brainerd to Duluth and Ashland, on the shores of Lake Superior. There are also several important branches. Among the principal towns passed through during this part of our journey are Glyndon, Lake Park, Detroit (which is beautifully situated near Detroit Lake), Perham, Wadena, Verndale, Little Falls, Sauk Rapids, and Anoka. We cross the Mississippi twice north of Minneapolis, and again on leaving that city. On arrival in St. Paul the party will be transferred from the Union station to the Hotel Ryan.

St. Paul.

St. Paul is a city of recent and very rapid growth, although the oldest-settled portion of the State of Minnesota. It was long an Indian town, and in 1680 was visited by Father Hennepin. The first white settlement was founded in 1838, and a Catholic mission was called St. Paul's; hence the name of the city. The town was incorporated in 1849, with a population of 400, and the city in 1854, with a population of 4,500. The St. Paul of to-day has a population nearly as great as that of Minneapolis—133,156 in 1890—and is one of the handsomest as well as one of the busiest cities in America. Its wholesale trade amounts to over \$72,000,000 per year. It is the capital of the State and the county seat of Ramsey County. Its situation, at the head of navigation on the Mississippi River, was at the outset greatly in its favor, and the centering here of the great railway systems of the Northwest has given it still greater importance. The public buildings of St. Paul and many of the business edifices are truly magnificent structures. Summit avenue, which leads toward Fort Snelling, is lined with handsome residences. Carriages will be taken for a visit to the leading places of interest.

Minneapolis.

From St. Paul the party will proceed to the sister city of Minneapolis, only ten miles distant. Although less than thirty years old, Minneapolis had, in 1890, a population of 164,738—an increase of 117,851 in ten years. It is estimated that the number of inhabitants has been increased since that time to nearly 215,000. Its builders can hardly keep pace with the demands of trade and the calls of new-comers for residences. Its streets and avenues are spacious, and in many instances lined with trees;

while its business blocks are among the most substantial and elegant in the country. Its immense manufacturing interests are headed by twenty-five flouring mills, which turned out 9,377,635 barrels of flour in 1893. Of this enormous product 2,877,277 barrels were exported. This was a decrease of about 460,000 barrels from 1892, which had the largest exportation by 300,000 barrels then on record. The value of the product of the flour mills in 1892 was about \$42,630,000. There are fifteen saw-mills which cut, in 1893, 409,000,155 feet of lumber. Our stay in Minneapolis will be at the magnificent West Hotel, corner of Hennepin avenue and Fifth street. The West is one of the largest and most elegant hotels in the country, having been completed at a cost for building and furnishing of about \$2,000,000. There will be a carriage ride through the most interesting business and residence sections of the city.

From Minneapolis Eastward.

Taking the train at the Minneapolis & St. Louis Railway station we continue our journey eastward. The Albert Lea route, over which we travel, is a part of the popular Rock Island system, being made up of the following named roads: The Minneapolis & St. Louis Railway from Minneapolis to Albert Lea, Minn.; the Burlington, Cedar Rapids & Northern Railway from Albert Lea to West Liberty, Ia., and the Chicago, Rock Island & Pacific Railway thence to Chicago. This line traverses some of the richest portions of Southern Minnesota and Northeastern Iowa, and then crosses the northern part of the great State of Illinois. The train proceeds southward across some half-dozen counties of Minnesota, passing through several flourishing places, including Waseca and Albert Lea. Reaching the borders of Iowa, portions of eleven counties in that rich and productive State are passed through.

Cedar Rapids and Davenport are the chief Iowa cities lying upon this line. Between Davenport and Rock Island the Mississippi is crossed by a magnificent bridge. On arrival at Englewood the train will enter upon the line of the New York, Chicago & St. Louis (Nickel Plate) Railroad for the farther journey eastward to Buffalo, whence we shall proceed to Niagara Falls. Arriving at Niagara Falls in the morning, we remain there until late in the afternoon. The day can be spent in an inspection of the great cataract and the other attractions of the place, the time being ample for a round of all the chief points of interest. The station is in proximity to Prospect Park, the Rapids, and the entrance to Goat Island, and also near the upper suspension bridge that leads across to the Canada shore just below the falls. Leaving Niagara Falls, from the New York Central & Hudson River Railroad station, we proceed eastward over the West Shore route to New York, where the party will arrive Thursday morning, July 11.

In the course of the tour the excursionists will pass through the following States and Territories: *States*—New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Ohio, Indiana, Illinois, Missouri, Kansas, Colorado, California, Oregon, Washington, Idaho, Montana, Wyoming, North Dakota, Minnesota, Iowa, and New York (21). *Territories*—New Mexico, Arizona, and Alaska (3); and the District of Columbia (1).

For the itinerary in detail see pages 18–25.

TABLE OF DISTANCES.

	MILES.
From New York to St. Louis, Royal Blue Line and Baltimore & Ohio Railroad system, <i>via</i> Philadelphia, Washington, Parkersburg, and Cincinnati.....	1,121
" St. Louis to Kansas City, Chicago & Alton Railroad.....	323
" Kansas City to Lamy (85½ miles), Lamy to Santa Fe and return (36 miles), and Lamy to Albuquerque (68 miles), Atchison, Topeka & Santa Fe Railroad.....	955
" Albuquerque to Barstow, Cal., Atlantic & Pacific Railroad.....	747
" Barstow to San Bernardino (81 miles), San Bernardino to Riverside (9 miles), and Riverside to San Diego (133 miles), Southern California Railway.....	223
" San Diego to Los Angeles, Southern California Railway.....	127
" Los Angeles to Pasadena and return, Southern California Railway.....	20
" Pasadena to the summit of Echo Mountain and return, Los Angeles Terminal and Mount Lowe Railways.....	11
" Los Angeles to Santa Monica and return.....	34
" Los Angeles to Santa Barbara (110 miles), and Santa Barbara to San Francisco (528 miles), Southern Pacific Company's Railway.....	638
" San Francisco to Santa Cruz, Southern Pacific Company's Santa Cruz (narrow gauge) Division.....	80
" Santa Cruz to Monterey (47 miles), and Monterey to San Jose (74 miles), Southern Pacific Company's Monterey line.....	121
" San Jose to the summit of Mount Hamilton and return, Mount Hamilton Stage Company... ..	52
" San Jose to San Francisco, Southern Pacific Company's Monterey line.....	50
" San Francisco to Portland, Southern Pacific Company's Mount Shasta route.....	772
" Portland to Tacoma, Northern Pacific Railroad.....	145
" Tacoma to Sitka and return to Seattle, Pacific Coast Steamship Company's steamer "Queen" —Tacoma to Victoria (110 miles), Victoria to Fort Wrangel (680 miles), Fort Wrangel to Juneau (199 miles), Juneau to Douglas Island (3 miles), Douglas Island to Chilkah (89 miles), Chilkah to Muir Glacier in Glacier Bay (191 miles), Muir Glacier to Sitka <i>via</i> Icy	
Distances carried forward.....	5,419

MILES.

Distances brought forward.....	5,419
Strait (147 miles), Sitka to Nanaimo (1,027 miles if route <i>via</i> Juneau and Fort Wrangel is taken, or 745 outside Baranof Island and through Duke of Clarence Strait), Nanaimo to Victoria (78 miles), and Victoria to Seattle <i>via</i> Port Townsend (74 miles), distances given in nautical miles.....	
Add to above for difference between nautical and geographical, or statute miles.....	397
“ Seattle to Livingston, Northern Pacific Railroad.....	927
“ Livingston to Cinnabar, Yellowstone Park Branch of Northern Pacific Railroad.....	51
“ Cinnabar to Mammoth Hot Springs, stage.....	7
“ Mammoth Hot Springs to Norris Geyser Basin, stage.....	22
“ Norris Geyser Basin to Lower Geyser Basin, stage.....	20
“ Lower Geyser Basin to Upper Geyser Basin and return, stage.....	16
“ Lower Geyser Basin to Yellowstone Lake, stage.....	41
“ Yellowstone Lake to Grand Cañon of the Yellowstone, stage.....	18
“ Grand Cañon of the Yellowstone to Mammoth Hot Springs, stage.....	33
“ Mammoth Hot Springs to Cinnabar, stage.....	7
“ Cinnabar to Livingston, Yellowstone Park Branch of Northern Pacific Railroad.....	51
“ Livingston to St. Paul, Northern Pacific Railroad.....	1,007
“ St. Paul to Albert Lea, Minn., Minneapolis & St. Louis Railway.....	120
“ Albert Lea to West Liberty, Ia., Burlington, Cedar Rapids & Northern Railway.....	191
“ West Liberty to Englewood, Chicago, Rock Island & Pacific Railway.....	215
“ Englewood to Buffalo, New York, Chicago & St. Louis Railroad.....	517
“ Buffalo to Niagara Falls, West Shore Railroad.....	22
“ Niagara Falls to New York, West Shore Railroad.....	450
Total.....	12,129

A DELIGHTFUL TOUR
ACROSS THE CONTINENT
AND THROUGH THE

PACIFIC NORTHWEST

WITH VISITS TO

New Mexico, Arizona, California, Oregon, Washington, Puget Sound,
British Columbia, Montana, and the

YELLOWSTONE NATIONAL PARK.

THE PARTY TO LEAVE NEW YORK THURSDAY, APRIL 25, AND TO
RETURN FRIDAY, JUNE 28.

PRICE OF TICKETS (all Traveling and Hotel Expenses Included), \$550.00.

RAYMOND & WHITCOMB,
31 East Fourteenth St., Lincoln Bldg., Union Sq., New York.



TWELFTH ANNUAL SPRING TOUR
— TO —
CALIFORNIA, THE PACIFIC NORTHWEST,
AND THE
YELLOWSTONE NATIONAL PARK.

April 25 to June 28, 1895.

OUR annual spring tour across the continent and through the wonderfully picturesque regions of the Pacific Northwest, which has been exceedingly popular during the past eleven years, will be made as attractive as ever the coming season. This trip is like the excursion already described, except that the Alaska voyage is omitted. The outward journey through Kansas, New Mexico, and Arizona will possess peculiar interest on account of its many attractive features. The tour through California extends from one end of the Golden State to the other, and could not well be made more comprehensive, including, as it does, its famous picturesque points, its groves and gardens, all its prominent cities, and all its great seashore, health, and pleasure resorts. The journey from California to Oregon is to be made over the magnificent Mount Shasta route, and the round of travel through Oregon, Washington, and the Puget Sound region will be quite elaborate, so that little that is possible in the way of sight-seeing is left undone. The return trip lies over the entire length of the Northern Pacific Railroad from Portland and Tacoma to St. Paul, and a

week will be passed in inspecting the matchless wonders of the Yellowstone National Park.

The tour will thus be made to include St. Louis, Kansas City, Santa Fe, Riverside, San Diego and Coronado Beach, Los Angeles, Pasadena and Echo Mountain, Santa Monica, Santa Barbara (the Yosemite Valley and Big Tree Groves on a side trip if desired), San Francisco, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, the Mount Shasta region, Portland, Tacoma, Seattle, Port Townsend, Victoria, B. C., all the places of interest within the Yellowstone National Park, Minneapolis, St. Paul, and Niagara Falls — a truly grand list of places to be visited, indicating a far-reaching round of travel along almost the whole extent of the southern, western, and northern borders of our country. An examination of a map of the United States, with the adjacent British possessions on the Pacific Coast, will give the best idea of the wide extent and comprehensiveness of this pleasure trip.

Comfort and Luxury in Travel.

A feature of the utmost value will be the superior accommodations for travel. The transcontinental journey will be made in a train of vestibuled Pullman palace cars, with a Pullman palace dining car included, as already described on pages 3 and 4. The vestibuled train is the latest development of the Pullman palace car, and combines many comforts and luxuries previously unattainable in railway traveling. The adoption of a dining-car service across the continent will be especially welcome to the passenger, whose meals are thus assured at regular hours, in spite of enforced delays or other untoward circumstance. Competent conductors will accompany the party to study the welfare of its members.

The route of the excursion will be set forth very briefly, inasmuch as it is the same that has been described in the foregoing pages in connection with the Alaska tour. We would refer the reader to pages 26-65 and 87-110 for a detailed account of the regions to be traversed, the population, industries, and characteristics of the cities that will be visited, and the principal objects and places of interest to sight-seers.

The two parties have the same itineraries from the time of starting from the East until their arrival in Tacoma after the tour throughout California. The return journey from Tacoma, with the Yellowstone National Park side trip, will also be duplicated. The sketch of the former excursion is therefore wholly applicable to this one, with the single exception of the voyage from Tacoma to Alaska and return.

Price of Tickets.

The price of tickets for the tour, as described in the following pages, will be FIVE HUNDRED AND FIFTY DOLLARS. This sum will cover first-class travel over all railway and steamer routes going and returning, with double berths in Pullman sleeping cars; all stage rides to and through the Yellowstone National Park; side trip from Pasadena to the summit of Echo Mountain and return; hotel accommodations according to the itinerary, for the period of the regular tour (sixty-five days), with sojourns at Kansas City, Coronado Beach, Pasadena, Santa Monica, Los Angeles, Santa Barbara, San Francisco, Monterey, San Jose, Portland, Seattle, Victoria, Tacoma, the Yellowstone National Park (at Mammoth Hot Springs, Lower Geyser Basin, Yellowstone Lake, and Yellowstone Grand Cañon), Minneapolis, and St. Paul; meals in dining cars, at hotels, dining stations, or on steamers; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed

(Kansas City, San Diego, Los Angeles, Santa Barbara, San Francisco, Monterey, San Jose, Portland, Seattle, Victoria, Tacoma, Minneapolis, and St. Paul); special carriage rides in St. Louis, Pasadena, Santa Barbara, Santa Cruz, Palo Alto, Portland, Victoria, Minneapolis, and St. Paul; all expenses for transportation, transfer, and care of checked baggage (to the extent of 150 pounds for each person, all over that amount to be liable to excess charges at regular transportation rates), and the services of conductors, — in short, EVERY NEEDED EXPENSE of the entire round trip from New York back to New York.

Price for children between the ages of five and twelve years, FOUR HUNDRED AND THIRTY-FIVE DOLLARS. This includes a separate sleeping berth throughout the entire journey, the same as for an adult. Where no separate berth is required, the price for children between the ages of five and twelve years will be THREE HUNDRED AND EIGHTY DOLLARS.

Price of tickets for the Yosemite Valley trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See page 167.)

Extra Sleeping-Car Accommodations.


The cost of an extra double berth (giving an entire section to one person), for the journey between New York and San Bernardino or San Diego, in accordance with the itinerary, is \$22.50. Drawing room with toilet annex, for one occupant, \$67.50; for two occupants, \$45 — \$22.50 each; for three occupants, entire extra charge, \$22.50.

The charges for extra sleeping-car accommodations between Los Angeles (or Santa Barbara) and San Francisco are as follows: Extra double berth, \$2.50. Drawing room with toilet annex, for one occupant, \$6.50; for two occupants, \$4 — \$2 each; for three occupants, entire extra charge, \$1.50.

The cost of an extra double berth from San Francisco to Portland is \$5. Drawing room with toilet annex, for one occupant, \$13; for two occupants, \$8—\$4 each; for three occupants, entire extra charge, \$3.

For an extra double berth from Tacoma or Seattle to New York, \$22.50. Drawing room with toilet annex, for one occupant, \$67.50; for two occupants, \$45—\$22.50 each; for three occupants, entire extra charge, \$22.50.

A complete outline of the trip is given on the following pages. The party will necessarily be limited in numbers. An early registration is therefore desirable. Tickets must be taken on or before Saturday, April 20—five days previous to the date of departure.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 31 East Fourteenth St., Lincoln Bldg., Union Square, New York.



ITINERARY.

THURSDAY, April 25. *First Day.* Leave New York from the station of the Central Railroad of New Jersey, foot of Liberty street, by ferry, at 3.00 P. M., and leave Jersey City at 3.12 P. M. The transcontinental journey will be made in a special train of vestibuled Pullman palace cars, including a palace dining car. On arrival at the station members of the party should check their baggage to Kansas City. The checks will be taken up by the baggage master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home address, plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the passengers. The train will leave Plainfield at 3.43 P. M., Philadelphia at 6.00 P. M., Baltimore at 9.00 P. M., and Washington at 10.30 P. M. On arrival at Harper's Ferry the cars will be side-tracked for the remainder of the night, in order that the party may enjoy a daylight ride through the fine scenery of the Potomac Valley and over the mountains of West Virginia.

FRIDAY, April 26. *Second Day.*—Leave Harper's Ferry at 6.00 A. M., and proceed westward over the Baltimore & Ohio Railroad system, *via* Cumberland, Piedmont, Deer Park, Grafton, and Parkersburg, to Cincinnati, and thence to St. Louis.

NOTE.—Railway time changes at Parkersburg, W. Va., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

SATURDAY, April 27. *Third Day.*—Arrive in St. Louis; carriage ride, visiting the principal business part of the city, the Mississippi River bridge, the Exposition Building, Forest Park, etc.; from St. Louis westward by the Chicago & Alton Railroad; arrive in Kansas City at 11.30 P. M.; omnibus transfer from the Union station to the Midland Hotel, James B. Smith, manager; the train will be side-tracked in a quiet place, and those who prefer can remain on the cars until the following morning.

SUNDAY, April 28. *Fourth Day*.—In Kansas City.

MONDAY, April 29. *Fifth Day*.—Omnibus transfer from the Midland Hotel to the Union station; leave Kansas City by the Atchison, Topeka & Santa Fe Railroad at 2.00 P. M., and proceed westward through Kansas.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian — one hour slower.

TUESDAY, April 30. *Sixth Day*.—On the Atchison, Topeka & Santa Fe Railroad *en route* through Colorado and New Mexico.

WEDNESDAY, May 1. *Seventh Day*.—Arrive at Santa Fe, N. M., at an early hour, the cars remaining upon a side track; leave Santa Fe at 12.00 M.; arrive at Albuquerque, N. M., at 4.00 P. M.; leave Albuquerque at 5.00 P. M., and proceed westward on the Atlantic & Pacific Railroad (Atchison, Topeka & Santa Fe system).

THURSDAY, May 2. *Eighth Day*.—On the Atlantic & Pacific Railroad *en route* in Arizona and California.

NOTE.—Railway time changes at Barstow from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian — one hour slower.

FRIDAY, May 3. *Ninth Day*.—From Barstow, Cal., southward *via* the Southern California Railway (Atchison, Topeka & Santa Fe system) to San Bernardino, arriving at 11.00 A. M., and thence by the same line to Riverside, arriving at 12.00 noon; leave Riverside at 11.00 P. M. for San Diego *via* Orange, Santa Ana, and Oceanside.

SATURDAY, May 4. *Tenth Day*.—Arrive at San Diego at 7.00 A. M.; omnibus transfer from the station to the Hotel del Coronado, Coronado Beach, E. S. Babcock, manager.

SUNDAY, May 5. *Eleventh Day*.—At the Hotel del Coronado, Coronado Beach.

MONDAY, May 6. *Twelfth Day*.—At the Hotel del Coronado, Coronado Beach.

TUESDAY, May 7. *Thirteenth Day*.—Omnibus transfer from the Hotel del Coronado to the station of the Southern California Railway, and leave San Diego at 8.40 A. M. by the coast line; arrive in Los Angeles at 1.15 P. M.; omnibus transfer to The Westminster, Potter & Johnson, proprietors.

WEDNESDAY, May 8. *Fourteenth Day*.—In Los Angeles.

THURSDAY, May 9. *Fifteenth Day*.—In Los Angeles.

FRIDAY, May 10. *Sixteenth Day*.—Transfer from the hotel to the Southern California station, and leave Los Angeles at 9.00 A. M.; arrive at Pasadena at 9.30 A. M.; to the Hotel Green, Col. G. G. Green, proprietor, J. H. Holmes, manager; carriage ride, visiting the most picturesque sections of the city, including Raymond Hill, Raymond avenue, Orange Grove avenue, Colorado street, etc.

SATURDAY, May 11. *Seventeenth Day*.—In Pasadena. Excursion over the Los Angeles Terminal and Mount Lowe Railways to the summit of Echo Mountain and return, leaving the Hotel Green in the morning, and returning in the afternoon; luncheon at the Echo Mountain House.

SUNDAY, May 12. *Eighteenth Day*.—In Pasadena.

MONDAY, May 13. *Nineteenth Day*.—Leave Pasadena at 8.20 A. M.; arrive at Santa Monica at 10.20 A. M.; to the Hotel Arcadia, S. Reinhart, proprietor.

TUESDAY, May 14. *Twentieth Day*.—At Santa Monica.

WEDNESDAY, May 15. *Twenty-first Day*.—Leave Santa Monica at 11.35 A. M., and leave Los Angeles at 2.00 P. M. by the Southern Pacific line; arrive at Santa Barbara at 7.15 P. M.; omnibus transfer to The Arlington, E. P. Dunn, manager, or The San Marcos, L. J. Clark, proprietor.

THURSDAY, May 16. *Twenty-second Day*.—In Santa Barbara. Carriage ride with visits to the most interesting and picturesque parts of the city and its surroundings.

NOTE.—The carriage ride may be taken on any day during the stay in Santa Barbara.

FRIDAY, May 17. *Twenty-third Day*.—In Santa Barbara.

SATURDAY, May 18. *Twenty-fourth Day*.—In Santa Barbara.

SUNDAY, May 19. *Twenty-fifth Day*.—In Santa Barbara.

MONDAY, May 20. *Twenty-sixth Day*.—In Santa Barbara.

TUESDAY, May 21. *Twenty-seventh Day*.—Omnibus transfer to the Southern Pacific station, and leave Santa Barbara at 8.45 A. M.; dinner at the station dining room, Saugus; supper at the station dining room, Mojave.

NOTE.—Parties for the Yosemite Valley will be made up during the stay at Santa Barbara, to leave on different days. See page 165.

WEDNESDAY, May 22. *Twenty-eighth Day*.—On the Southern Pacific Company's line *en route* northward; arrive at Oakland Pier at 10.10 A. M., and in San Francisco by ferry at 10.45 A. M.; transfer from the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company, to The Palace, John C. Kirkpatrick, managing director, George B. Warren, assistant manager.

THURSDAY, May 23. *Twenty-ninth Day*.—In San Francisco.

FRIDAY, May 24. *Thirtieth Day*.—In San Francisco.

SATURDAY, May 25. *Thirty-first Day*.—In San Francisco.

SUNDAY, May 26. *Thirty-second Day*.—In San Francisco.

MONDAY, May 27. *Thirty-third Day*.—Transfer from The Palace to the Alameda ferry, foot of Market street, and leave San Francisco by the Santa Cruz Division of the Southern Pacific Company's line at 8.15 A. M.; visit the "Big Trees" *en route*, and arrive in Santa Cruz at 1.00 P. M.; lunch at the Sea Beach Hotel, J. T. Sullivan, proprietor; carriage ride, visiting the beach, cliff, etc.; leave Santa Cruz at 3.40 P. M.; and proceed to Monterey *via* Pajaro, arriving at Hotel del Monte station at 6.15 P. M.; transfer to the Hotel del Monte, Georg Schönwald, manager.

TUESDAY, May 28. *Thirty-fourth Day*.—At the Hotel del Monte, Monterey.

WEDNESDAY, May 29. *Thirty-fifth Day*.—At the Hotel del Monte, Monterey.

THURSDAY, May 30. *Thirty-sixth Day*.—Transfer to the Hotel del Monte station, and leave Monterey by the Southern Pacific line at 1.25 P. M.; arrive in San Jose at 4.18 P. M.; omnibus transfer to the Hotel Vendome, George P. Snell, manager.

FRIDAY, May 31. *Thirty-seventh Day*.—In San Jose.

NOTE.—During the stay in San Jose there will be a stage excursion to the Lick Observatory on the summit of Mount Hamilton.

SATURDAY, June 1. *Thirty-eighth Day*.—Transfer to the Southern Pacific station (broad-gauge division), and leave San Jose at 11.40 A. M.; arrive at Palo Alto and Menlo Park at noon; lunch there; carriage ride, visiting the late Senator Stanford's stock farm and the Leland Stanford Junior Univer-

sity; leave Menlo Park at 5.04 P. M.; arrive in San Francisco (station corner of Third and Townsend streets) at 6.26 P. M.; transfer to The Palace in the coaches of the United Carriage Company.

SUNDAY, June 2. *Thirty-ninth Day*.—In San Francisco.

MONDAY, June 3. *Fortieth Day*.—Transfer from The Palace to the Market street ferry in the coaches of the United Carriage Company, and leave San Francisco by ferry at 7.00 P. M.; leave Oakland Pier in Pullman palace cars *via* the Southern Pacific Company's Shasta route at 7.30 P. M., and proceed northward *via* Sacramento.

TUESDAY, June 4. *Forty-first Day*.—On the Southern Pacific Company's Shasta route *en route* in the upper valley of the Sacramento, through the Mount Shasta region, over the Siskiyou Mountains, and down through the valleys of the Rogue and Umpqua Rivers.

WEDNESDAY, June 5. *Forty-second Day*.—On the Southern Pacific Company's Shasta route *en route* through the valley of the Willamette; arrive in Portland at 8.20 A. M.; omnibus transfer to The Portland, H. C. Bowers, manager; carriage ride through the business and finest residence portions of the city, and also to the park, which affords a grand view of the city, the river, and the mountains.

THURSDAY, June 6. *Forty-third Day*.—In Portland.

FRIDAY, June 7. *Forty-fourth Day*.—Transfer from The Portland to the Northern Pacific station, and leave Portland at 9.00 A. M.; arrive in Seattle at 6.15 P. M.; omnibus transfer to The Rainier-Grand, DeL. Harbaugh, manager.

SATURDAY, June 8. *Forty-fifth Day*.—In Seattle. Transfer from The Rainier-Grand to the wharf of the Puget Sound & Alaska Steamship Company, and leave Seattle at 10.15 A. M. by steamer; lunch on board the steamer; arrive at Port Townsend at 1.15 P. M.; leave Port Townsend at 1.30 P. M.; arrive in Victoria, B. C., at 4.30 P. M.; transfer to The Driard, Redon & Hartnegel, proprietors; carriage ride, visiting various parts of the city, including Beacon Hill, Government House, the Government Buildings, etc., and also Esquimalt (the British naval station), and Gorge.

SUNDAY, June 9. *Forty-sixth Day*.—In Victoria. Transfer from the hotel to the steamer of the Puget Sound & Alaska Steamship Company in the evening, and leave Victoria at a late hour; stateroom berths furnished.

MONDAY, June 10. *Forty-seventh Day*.—Arrive in Tacoma at an early hour; at 7.00 A. M. omnibus transfer to The Tacoma, G. J. Mills, manager.

NOTE.—It may be deemed advisable to divide the party into two divisions for the visits to Seattle and Tacoma. Both cities will be visited.

TUESDAY, June 11. *Forty-eighth Day*.—In Tacoma or Seattle. Transfer from the hotel to the station, and leave Tacoma at 11.10 P. M., or Seattle at 10.20 P. M., *via* the Northern Pacific Railroad.

WEDNESDAY, June 12. *Forty-ninth Day*.—On the Northern Pacific Railroad *en route* eastward in Washington, Idaho, and Montana; meals in Northern Pacific dining car.

NOTE.—Railway time changes at Hope, Id., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY, June 13. *Fiftieth Day*.—On the Northern Pacific Railroad *en route* eastward in Montana.

FRIDAY, June 14. *Fifty-first Day*.—Arrive at Livingston at an early hour, and proceed thence to Cinnabar *via* the Yellowstone Park Branch; from Cinnabar to Mammoth Hot Springs by stage, arriving at Mammoth Hot Springs Hotel at 1.00 P. M.

SATURDAY, June 15. *Fifty-second Day*.—Leave Mammoth Hot Springs by stage at 8.00 A. M., arrive at Norris Geyser Basin at 12.00 M.; lunch there; leave at 1.30 P. M.; arrive at Fountain Hotel Lower Geyser Basin, at 5.30 P. M.

SUNDAY, June 16. *Fifty-third Day*.—At the Fountain Hotel, Lower Geyser Basin.

MONDAY, June 17. *Fifty-fourth Day*.—Leave the Lower Geyser Basin at 8.00 A. M., visiting the Excelsior Geyser, Prismatic Lake, and Turquoise Spring in the Midway Geyser Basin; arrive at Upper Geyser Basin lunch station at 10.30 A. M.; this is situated near Old Faithful, the Bee Hive, Giantess, Castle, etc.; lunch will be served here, and at 3.00 P. M. the party will return to the Fountain Hotel.

TUESDAY, June 18. *Fifty-fifth Day*.—Leave the Lower Geyser Basin at 7.00 A. M.; arrive at West Bay, or "Thumb," of Yellowstone Lake at 1.00 P. M.; lunch there; leave West Bay at 3.00 P. M.; arrive at Yellowstone Lake Hotel at 7.00 P. M.

WEDNESDAY, June 19. *Fifty-sixth Day*.—Leave Yellowstone Lake Hotel at 10.00 A. M.; arrive at the Grand Cañon Hotel at 1.00 P. M.

THURSDAY, June 20. *Fifty-seventh Day*.—Leave the Grand Cañon Hotel at 10.00 A. M.; arrive at Norris Geyser Basin at 12.30 P. M.; lunch there; leave at 1.30 P. M.; arrive at Mammoth Hot Springs Hotel at 5.30 P. M.

NOTE.—In case it is deemed advisable to divide the party for the round of travel through the park, one division will reverse the foregoing itinerary.

FRIDAY, June 21. *Fifty-eighth Day*.—Leave Mammoth Hot Springs at 9.00 A. M.; arrive at Cinnabar at 10.45 A. M.; leave Cinnabar at 11.00 A. M.; arrive at Livingston at 1.00 P. M., and continue eastward over the Northern Pacific Railroad.

SATURDAY, June 22. *Fifty-ninth Day*.—*En route* in Montana and North Dakota.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

SUNDAY, June 23. *Sixtieth Day*.—Arrive in Minneapolis at an early hour; transfer from the Union station to the West Hotel, John T. West, proprietor.

MONDAY, June 24. *Sixty-first Day*.—In Minneapolis. In the forenoon carriage ride, visiting the chief business and residence portions of the city, the bridge below St. Anthony's Falls, the Exposition Building, the Suspension Bridge, etc.; in the afternoon transfer to the Union station, and leave Minneapolis for St. Paul; on arrival in St. Paul omnibus transfer to the Hotel Ryan.

TUESDAY, June 25. *Sixty-second Day*.—In St. Paul. In the forenoon carriage ride, visiting the chief business and residence portions of the city, the Capitol, Summit avenue, etc.; omnibus transfer from the Hotel Ryan to the station of the Minneapolis & St. Louis Railway, and leave St. Paul *via* the Albert Lea route at 6.45 P. M.

WEDNESDAY, June 26. *Sixty-third Day*.—In Iowa and Illinois on the Chicago, Rock Island & Pacific Railway (Albert Lea route); arrive at Englewood about 12.00 noon; thence east *via* the New York, Chicago & St. Louis (Nickel Plate) Railroad.

NOTE.— Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

THURSDAY, June 27. *Sixty-fourth Day*.— Arrive at Niagara Falls, N. Y., about 9.00 A. M.; leave Niagara Falls *via* the West Shore route (from the New York Central & Hudson River Railroad station) at 5.07 P. M.

FRIDAY, June 28. *Sixty-fifth Day*.— Arrive in New York, West Shore Railroad station, foot of West Forty-second street, at 7.50 A. M., or foot of Franklin street, at 8.05 A. M.

NOTE.— As this itinerary is made up in advance of the publication of the summer time-tables of the various railroads, slight changes may be necessary.



A SKETCH OF THE TRIP.

From the Atlantic to the Pacific Coast.

SETTING out from New York, from the station of the Central Railroad of New Jersey, foot of Liberty street, by ferry, at 3 P. M., Thursday, April 25, and leaving Jersey City at 3.12 P. M., in a special Pullman vestibuled train, with a dining car attached, by the Royal Blue line and Baltimore & Ohio route, the tourists will proceed southward and westward *via* Philadelphia, Wilmington, Baltimore, Washington, Harper's Ferry, Cumberland, Grafton, Parkersburg, and Cincinnati to St. Louis. The train will halt for the night at Harper's Ferry, and leave that historic and romantic place early Friday morning, in order to give the party a daylight ride through the upper valley of the Potomac and over the Alleghany mountains. Every mile of the route discloses some point of special interest. The scenery is everywhere picturesque and often sublime, and even the works of the most famous artists are inadequate to compass its attractions. We cross the summit of the range at Altamont, and from that point descend to the Ohio, which is reached at Parkersburg. (See pages 26-28.) Arriving in St. Louis on Saturday, there will be a sufficient halt for a carriage ride, which will include visits to the principal points of interest. (Page 29.) The train will be due in Kansas City Saturday night, and the party is to remain there, at the Midland Hotel, until Monday afternoon. (Page 29.)

From this point through Kansas and into Colorado, and later on through New Mexico, we travel over the Atchison, Topeka & Santa Fe Railroad. The State of Kansas is traversed for 486 miles,—from Kansas City to the Colorado line,—far enough to afford the traveler a pretty thorough inspection of this section of the

"great plains." (Pages 30, 31.) At La Junta we turn toward the south. Crossing the boundary line between Colorado and the Territory of New Mexico at the summit of the Raton Mountains, we traverse the latter for nearly 500 miles before reaching Arizona. We visit the quaint old capital of the Territory—Santa Fe—a city which to-day is more Mexican than American. On leaving Santa Fe, we descend the Rio Grande Valley through a number of Mexican and native towns, and reach Albuquerque, from which we turn westward toward Arizona and California. Our passage through Arizona on the Atlantic & Pacific road will be rendered interesting, as we are to see the Cañon Diablo, and journey near the lofty San Francisco Mountains. (Pages 32-37.)

Southern California.

We cross the Colorado River into Southern California at The Needles, and enter upon a desert plain, from which we emerge through the Cajon Pass over the Southern California Railway into the cultivated valley around San Bernardino, on Friday, May 3. From San Bernardino the train proceeds to Riverside, one of the most beautiful towns upon the Pacific Coast, and the centre of the orange culture, and thence to San Diego, reaching there Saturday morning. The magnificent Hotel del Coronado, on Coronado Beach, on the opposite side of San Diego Bay, will be the abiding place from that time until Tuesday morning. (Pages 37-42.)

From San Diego we return northward to Los Angeles (page 42), and from that city go on Friday to Pasadena (page 43) for a three days' stay, including an excursion over the remarkable Mount Lowe Railway to the summit of Echo Mountain. From Pasadena we proceed next to Santa Monica, and on Wednesday, May 15, the party will take the Southern Pacific Railway for Santa Barbara.

Considerable time is assigned to Santa Barbara (page 46), as the parties for the Yosemite Valley will be made up here. Instead of going in one large body, those who intend to visit the valley will take their departure in small bodies on different days. This will be to the advantage of all. The dates of departure of the several detachments will be arranged as far as possible to meet individual wishes. There will be a carriage ride at Santa Barbara, and ample time to see both that city and the Yosemite Valley without hurry or unnecessary fatigue. The Yosemite trip is described on pages 165-168.

San Francisco and Vicinity — Portland.

Those members of the party who go directly north without visiting the Yosemite are to leave Santa Barbara Tuesday, May 21, and arrive in San Francisco the following day. For an outline of the route, including the wonderful "Loop," see pages 47, 48. The headquarters of the tourists in San Francisco (pages 48-53) will be at one of the most famous hotels on the Pacific Coast,—The Palace,—and a week will be spent there first and last.

Departing from San Francisco, Monday, May 27, for visits to the popular resorts south of that city, the party will proceed first to Santa Cruz, where the "Big Trees," the beach, the cliffs, and other sights will be seen. The journey will then be continued to Monterey and the famous Hotel del Monte. Three days are assigned to this charming resort. (See pages 53-56.) Leaving Monterey Thursday afternoon, we shall proceed to San Jose. (Page 56.) In that city the Hotel Vendome will be the sojourning place of the party until Saturday afternoon, June 1. During the stay there will be an excursion by stage to the summit of Mount Hamilton, where the Lick Observatory is situated. (Pages 56, 57.) The party is to return to San Francisco on

Saturday, with a brief halt by the way at Palo Alto (page 58), and remain there until Monday afternoon, June 3.

On the departure from San Francisco for Portland, Ore., by the Southern Pacific Company's line, the route will be first to Sacramento, the capital of California, and thence northward up the entire length of the great Sacramento Valley, past Mount Shasta, over the Siskiyou range, and down the valley of the Rogue River. (Pages 58, 59.) Portland will be reached Wednesday morning; and the party will have a carriage ride through the city and the park, which commands a magnificent view of the Willamette Valley, with Portland in the foreground and snow-clad mountain peaks in the distance. In Portland the magnificent hotel, The Portland, will be the resting place.

Puget Sound and Eastward.

Leaving Portland by the Northern Pacific Railroad Friday morning, June 7, several days are to be passed upon Puget Sound and in the interesting cities lying upon its shores. First visiting Seattle (page 90), we shall make our headquarters at The Rainier-Grand. On Saturday, taking one of the steamers of the Puget Sound & Alaska Steamship Company, the party will proceed down the sound to Victoria, touching at Port Townsend (page 89) on the way. Sunday will be passed at Victoria. (Page 87.) The British Columbian capital contains much to interest the stranger. There will be a carriage ride Saturday afternoon, immediately upon arrival. The party will stay at The Driard. The boat will return to Tacoma Monday morning, and the passengers will be transferred to The Tacoma. (Page 63.)

The party will turn eastward Tuesday evening, June 11, first journeying across the Cascade Mountains and through Eastern Washington, over the Northern Pacific

Railroad. This line ascends the valley of the Puyallup, and, crossing to the Green River, makes its way to the Stampede Pass, where it pierces the mountains by means of a tunnel nearly 10,000 feet in length. Emerging on the eastern face of the mountains, it descends to the Yakima River, which stream is followed down to its confluence with the Columbia. After crossing the Columbia near Pasco, we continue through Eastern Washington, a distance of 165 miles farther, in a slightly altered course, the railway bending northward in order to round Lake Pend d'Oreille and the Cœur d'Alene hills. This brings us through Sprague, Cheney, and Spokane. Spokane (page 91) is destined to be one of the great manufacturing and business centres of the West. It is already an important railway centre. We then cross the northern end of Idaho, ascend Clark's Fork, and traverse Western Montana while approaching Helena, and afterward the Yellowstone National Park. (Pages 92-94.)

The Yellowstone National Park.

We shall reach the Park *via* the branch of the Northern Pacific Railroad from Livingston to Cinnabar Friday, June 14, and pass an entire week in inspecting its marvels. The same grand round will be made that is described in connection with the Alaska tour on pages 94-105. This is more extended than tourists generally take, since it includes a visit to the picturesque Yellowstone Lake and a longer sojourn at the leading points of interest than is usually made. The Mammoth Hot Springs will first be visited. On Saturday morning the party will enter upon its journey through the Park in commodious and comfortable stages, and the various rides from place to place will be found a source of enjoyment aside from the wonders they disclose. The forenoon's jaunt takes the visitor up through the romantic Golden

Gate, out past the Obsidian Cliffs, and to the Norris Geyser Basin. It is here that the first geysers are seen. From Norris Geyser Basin we journey southward to the Fountain Hotel in the Lower Geyser Basin, passing through the Gibbon Cañon, and near the Gibbon Falls. The main attractions in the Lower Geyser Basin are the Fountain Geyser and the Mammoth Paint Pots. We spend Sunday at the Fountain Hotel.

The Upper Geyser Basin will be visited on Monday. Midway between the Lower and Upper Basins are the great Excelsior Geyser, Turquoise Spring, and Prismatic Lake, all veritable marvels in their way. The Excelsior is the largest known geyser in the world. The Upper Geyser Basin contains all the great geysers except the ones we have named and one or two others, and is therefore the chief centre of attraction, so far as these things are concerned. The great fountains are scattered through the basin, the Fan, Mortar, and Riverside being at one extremity and Old Faithful at the other. The latter is quite near the hotel, and its hourly displays may be watched without leaving the veranda. The Grotto, Splendid, Giant, and Oblong are near the northern end of the basin, all except the Splendid being quite near the road. The Castle is also beside the road and nearer the hotel, and the Bee Hive, Giantess, and the Lion group are on the east bank of the Firehole River, opposite the hotel. The Grand is half a mile below, on the same side.

We shall proceed on Tuesday *via* the new stage road to Yellowstone Lake. This part of our journey takes us over the great bow of the continental divide. After visiting West Bay, or "The Thumb," we go on to the outlet of the lake, where a large hotel has been erected. Yellowstone Lake lies at an elevation of 7,741 feet,

with high mountains upon one side and an exquisitely beautiful shore line. Some of the mountain peaks are between 3,000 and 4,000 feet above the lake.

The Yellowstone Falls and Cañon will next claim our attention. The river here flows in a deep channel bordered by high walls of many hues. The visitor may in places look down into an abyss 1,000 feet or more deep, whose walls are masses of brilliant color. Into this great chasm pour all the floods of the Yellowstone.

From this place we return by a direct route to Norris Geyser Basin, passing the Virginia Cascades on the way, and thence continue on to Mammoth Hot Springs, thus terminating our park journey, with the exception of the farther stage ride to Cinnabar, where our special cars will be found in waiting.

Eastward From the Yellowstone Region.

We shall leave the Yellowstone National Park Friday, June 21, and returning on the branch to Livingston, there resume our journey over the main line of the Northern Pacific Railroad (pages 105-107) down the Yellowstone Valley and across Montana, North Dakota, and Minnesota to Fargo and Minneapolis. We shall visit the two great sister cities of Minnesota—Minneapolis and St. Paul—in the order named, and a carriage ride will aid in each instance to give the stranger a comprehensive idea of the many interesting features to be seen (pages 108-109). The party is to leave St. Paul Tuesday evening, June 25, by the Albert Lea Route, a part of the popular Rock Island system, being made up of the following named roads: The Minneapolis & St. Louis Railway from Minneapolis to Albert Lea, Minn.; the Burlington, Cedar Rapids & Northern Railway from Albert Lea to West Liberty, Ia.; and the Chicago, Rock Island & Pacific Railway thence to Chicago. This line traverses some of the richest

portions of Minnesota, Iowa, and Illinois. The party will be due at Englewood, Ill., Wednesday afternoon, and from that place will take the New York, Chicago & St. Louis route, *via* Buffalo to Niagara Falls. Arriving at Niagara Falls Thursday morning, June 27, the greater part of the day will be passed there, and there will be ample time to visit all the points of interest in the vicinity of the great cataract. (Page 110.) The train will leave Niagara Falls Thursday afternoon, and arrive in New York Friday morning, June 28, *via* the West Shore Route.

In the course of the tour the party will pass through the following States and Territories: *States*—New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Ohio, Indiana, Illinois, Missouri, Kansas, Colorado, California, Oregon, Washington, Idaho, Montana, Wyoming, North Dakota, Minnesota, Iowa, and New York (21). *Territories*—New Mexico and Arizona (2), and the District of Columbia (1).

For the itinerary in detail see pages 120–127.

TABLE OF DISTANCES.

MILES.

From New York up to departure from Portland, Ore. (See page 111).....	5,274
“ Portland to Seattle, Northern Pacific Railroad.....	186
“ Seattle to Victoria, B. C., and return to Tacoma, Puget Sound & Alaska Division of the Northern Pacific Company.	195
“ Tacoma to Cinnabar, Northern Pacific Railroad.....	955
“ Cinnabar through Yellowstone National Park and return, by stage.....	164
“ Cinnabar to New York. (See page 112).....	2,573
Total.....	9,347



The Party leaving New York April 25 for California and Colorado.

On or before Friday, April 26, 8.00 P. M. — Kansas City, Mo. [Care Midland Hotel.]

From Friday, April 26, to Tuesday, April 30, 8.00 P. M. — Coronado Beach, Cal. [Care Hotel del Coronado.]

From Tuesday, April 30, to Thursday, May 2, 8.00 P. M. — Pasadena, Cal. [Care Hotel Green.]

From Thursday, May 2, to Monday, May 6, 8.00 P. M. — Los Angeles, Cal. [Care Westminster Hotel.]

From Monday, May 6, to Tuesday, May 14, 8.00 P. M. — Santa Barbara, Cal. [Care Conductor of Raymond & Whitcomb Party.]

From Tuesday, May 14, to Friday, May 17, 8.00 P. M. — San Francisco, Cal. [Care Raymond & Whitcomb, Room 88, Crocker Building.]

From Friday, May 17, to Monday, May 20, 8.00 P. M. — Monterey, Cal. [Care Hotel del Monte.]

From Monday, May 20, to Thursday, May 23, 8.00 P. M. — San Jose, Cal. [Care Hotel Vendome.]

From Thursday, May 23, to Monday, May 27, 8.00 P. M. — San Francisco, Cal. [Care Raymond & Whitcomb, Room 88, Crocker Building.]

From Monday, May 27, to Friday, May 31, 8.00 P. M. — Salt Lake City, Utah. [Care Station Agent, Rio Grande Western Railway.]

From Friday, May 31, to Monday, June 3, 8.00 P. M. — Glenwood Springs, Col. [Care The Colorado.]

From Monday, June 3, to Friday, June 7, 8.00 P. M. — Manitou, Col. [Care Conductor Raymond & Whitcomb Party.]

From Friday, June 7, to Sunday, June 9, 8.00 P. M. — Council Bluffs, Iowa. [Care Agent C. R. I. & P. Ry.]

From Sunday, June 9, to Thursday, June 13, 8.00 P. M. — Niagara Falls, N. Y. [Care Raymond & Whitcomb.]

A MAGNIFICENT SIGHT-SEEING TOUR

— THROUGH —

CALIFORNIA AND COLORADO,

With Visits to the Most Attractive Points on the Pacific Coast, and the Picturesque Regions of the Rocky Mountains, including Coronado Beach, Los Angeles, Pasadena, Santa Barbara, San Francisco, Monterey, and Mount Hamilton, and, on the Return Journey, Salt Lake City, Glenwood Springs, the Royal Gorge, Manitou, and Denver.

The Party to Leave New York Thursday, April 25, and to
Return Saturday, June 15, 1895.

PRICE OF TICKETS (all Traveling and Hotel Expenses included), \$415.00.

RAYMOND & WHITCOMB,

31 East Fourteenth Street, Lincoln Building, Union Square, New York.

A. W. WATKINS & CO. NEW YORK



CALIFORNIA AND COLORADO

AT THE OFFICE OF THE PUBLISHER, NEW YORK

FIFTEENTH ANNUAL SPRING EXCURSION

— TO —

CALIFORNIA AND COLORADO.

April 25 to June 15, 1895.

THE Pacific Coast from San Diego to San Francisco, and the Rocky Mountains of Colorado, will be the principal objective points of a third party of tourists leaving the East with the two parties already described in this book. On the outward trip and in California the round of sight-seeing will be the same. The homeward route, on the other hand, is to be entirely distinct. It embraces a different series of States and Territories, viz.: Nevada, Utah, Colorado from its western to its eastern border, Nebraska and Iowa. This tour accordingly has its own special attractions.

The time selected for the trip is the best that can be had for sight-seeing. It is after the close of the rainy season, when the Yosemite Valley and other places of interest are thoroughly accessible to travel, and when the face of Nature wears its loveliest smile. While the excursion is planned liberally as to time, the sojourns at different points are no longer than is necessary to see the places visited in a thorough

and at the same time leisurely manner. The journey is accomplished in the shortest period commensurate with this purpose; and thus persons who might find it inconvenient to absent themselves from business or home ties for several months can see California in the most comprehensive manner, yet without any loss of time. The continent may be traversed more quickly than we make the trip but the traveler who rushes across the country at express speed sees and enjoys but little of the scenery on the way, and probably misses altogether interesting points that may be reached by easy detours. In both California and Colorado many delightful places lie off the beaten track.

The passengers will not be hurried over any section of the route where it is desirable to stop, and the sojourns at different points in New Mexico, California, Utah, and Colorado, with the various side trips, are sufficient to encompass a great amount of sight-seeing. As in the other tours, a special time schedule will be observed, so that the picturesque parts of the route will be passed over by daylight.

Inasmuch as the route of this party for the entire distance from the Atlantic coast to San Bernardino, Cal., and also the various places to be visited in California, have been described at length in connection with the Alaska tour, the programme for this excursion up to the departure from San Francisco will here be outlined only in brief. Detailed information about the various places to be seen, which may be consulted in connection with the itinerary to be given hereafter, will be found on pages 26-58. The Yosemite Valley may be visited or omitted, as the traveler may prefer. Whether the valley be included or left out, the tour, in the conditions under which it is made, and the places and scenes which it includes, is delightful in every respect. The round trip calls for fifty-two days' time.

Cost of the Tour.

The price of tickets for the excursion, as described in the following pages, will be FOUR HUNDRED AND FIFTEEN DOLLARS. This sum will cover first-class travel over all routes, going and returning, with double berths in Pullman sleeping cars; side trip from Pasadena to the summit of Echo Mountain and return; hotel accommodations according to the itinerary, for the period of the regular tour (fifty-two days), with sojourns at hotels at Kansas City, Coronado Beach, Pasadena, Los Angeles, Santa Monica, Santa Barbara, San Francisco, Monterey, San Jose, Glenwood Springs, and Manitou; meals while traveling, in dining cars, or at hotels or dining stations; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever needed (in Kansas City, San Diego, Los Angeles, Santa Barbara, San Francisco, Monterey, San Jose, Glenwood Springs, and Manitou); special carriage rides in St. Louis, Pasadena, Santa Barbara, Santa Cruz, Palo Alto, and Denver; all expenses for transportation, transfer, and care of checked baggage (to the extent of 150 pounds for each full ticket, and 75 pounds for each child's ticket, all in excess of these amounts being liable to extra charge at customary rates), and the services of conductors—in short, EVERY NEEDED EXPENSE of the entire round trip from New York back to New York.

Price for children between the ages of five and twelve years, THREE HUNDRED AND TEN DOLLARS. This covers a separate sleeping-car berth throughout the entire route, the same as for an adult. When no separate berth is required, the price for children between the ages of five and twelve years will be TWO HUNDRED AND SIXTY-TWO AND ONE-HALF DOLLARS.

Price of tickets for the Yosemite trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See page 167.)


Extra Sleeping-Car Accommodations.

The cost of an extra double berth (giving an entire section to one person) for the journey between New York and San Bernardino or San Diego, in accordance with the itinerary, is \$22.50. Drawing room, with toilet annex, for one occupant, \$67.50; for two occupants, \$45—\$22.50 each; for three occupants, entire extra charge, \$22.50.

From Los Angeles or Santa Barbara to San Francisco: Extra double berth, \$2.50. Drawing room with toilet annex, for one occupant, \$6.50; for two occupants, \$4—\$2 each; for three occupants, entire extra charge, \$1.50.

From San Francisco to New York: Extra double berth, \$22.50. Drawing room with toilet annex, for one occupant, \$67.50; for two occupants, \$45—\$22.50 each; for three occupants, entire extra charge, \$22.50.

A sketch of the tour is given in brief in the following pages. Persons desirous of joining this party should register their names as early as convenient. The tickets must be taken on or before Saturday, April 20—five days previous to the date of departure.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 31 East Fourteenth St., Lincoln Bldg., Union Square, New York.

ITINERARY.

THURSDAY, April 25. *First Day.*—Leave New York from the station of the Central Railroad of New Jersey, foot of Liberty street, by ferry, at 3.00 P. M., and leave Jersey City at 3.12 P. M. The transcontinental journey will be made in a special train of Pullman vestibuled palace cars, including a palace dining car. On arrival at the station members of the party should check their baggage to Kansas City. The checks will be taken up by the baggage master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the passengers. The train will leave Plainfield at 3.43 P. M., Philadelphia at 6.00 P. M., Baltimore at 9.00 P. M., and Washington at 10.30 P. M. On arrival at Harper's Ferry the cars will be side-tracked for the remainder of the night, in order that the party may enjoy a daylight ride through the fine scenery of the Potomac Valley and over the mountains of West Virginia.

FRIDAY, April 26. *Second Day.*—Leave Harper's Ferry at 6.00 A. M., and proceed westward on the Baltimore & Ohio Railroad system, *via* Cumberland, Piedmont, Deer Park, Grafton, and Parkersburg, to Cincinnati, and thence to St. Louis.

NOTE.—Railway time changes at Parkersburg, W. Va., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

SATURDAY, April 27. *Third Day.*—Arrive in St. Louis; carriage ride, visiting the principal business part of the city, the Mississippi River bridge, the Exposition Building, Forest Park, etc.; from St. Louis westward by the Chicago & Alton Railroad; arrive in Kansas City at 11.30 P. M.; omnibus transfer from the Union station to the Midland Hotel, James B. Smith, manager; the train will be side-tracked in a quiet place, and those who prefer can remain on the cars until the following morning.

SUNDAY, April 28. *Fourth Day*.—In Kansas City.

MONDAY, April 29. *Fifth Day*.—Omnibus transfer from the Midland Hotel to the Union station; leave Kansas City by the Atchison, Topeka & Santa Fe Railroad at 2.00 P. M., and proceed westward through Kansas.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian—one hour slower.

TUESDAY, April 30. *Sixth Day*.—On the Atchison, Topeka & Santa Fe Railroad *en route* through Colorado and New Mexico.

WEDNESDAY, May 1. *Seventh Day*.—Arrive at Santa Fe, N. M., at an early hour, the cars remaining upon a side track; leave Santa Fe at 12.00 M.; arrive at Albuquerque, N. M., at 4.00 P. M.; leave Albuquerque at 5.00 P. M., and proceed westward on the Atlantic & Pacific Railroad (Atchison, Topeka & Santa Fe System).

THURSDAY, May 2. *Eighth Day*.—On the Atlantic & Pacific Railroad *en route* in Arizona and California.

NOTE.—Railway time changes at Barstow from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

FRIDAY, May 3. *Ninth Day*.—From Barstow, Cal., southward *via* the Southern California Railway (Atchison, Topeka & Santa Fe system) to San Bernardino, arriving at 11.00 A. M., and thence by the same line to Riverside, arriving at 12.00 noon; leave Riverside at 11.00 P. M. for San Diego *via* Orange, Santa Ana, and Oceanside.

SATURDAY, May 4. *Tenth Day*.—Arrive at San Diego at 7.00 A. M.; omnibus transfer from the station to the Hotel del Coronado, Coronado Beach, E. S. Babcock, manager.

SUNDAY, May 5. *Eleventh Day*.—At the Hotel del Coronado, Coronado Beach.

MONDAY, May 6. *Twelfth Day*.—At the Hotel del Coronado, Coronado Beach.

TUESDAY, May 7. *Thirteenth Day*.—Omnibus transfer from the Hotel del Coronado to the station of the Southern California Railway, and leave San Diego at 8.40 A. M. by the coast line; arrive in Pasadena at 2.00 P. M.; to the Hotel Green, Col. G. G. Green, proprietor, J. H. Holmes, manager; carriage

ride, visiting the most picturesque sections of the city, including Raymond Hill, Raymond avenue, Orange Grove avenue, Colorado street, etc.

WEDNESDAY, May 8. *Fourteenth Day*.—In Pasadena. Excursion over the Los Angeles Terminal and Mount Lowe Railways to the summit of Echo Mountain and return, leaving the Hotel Green in the morning, and returning in the afternoon; luncheon at the Echo Mountain House.

THURSDAY, May 9. *Fifteenth Day*.—Leave Pasadena at 8.20 A. M.; arrive at Santa Monica at 10.20 A. M.; to the Hotel Arcadia, S. Reinhart, proprietor.

FRIDAY, May 10. *Sixteenth Day*.—Leave Santa Monica at 11.35 A. M., and arrive in Los Angeles at 12.20 P. M.; omnibus transfer to The Westminster, Potter & Johnson, proprietors.

SATURDAY, May 11. *Seventeenth Day*.—In Los Angeles.

SUNDAY, May 12. *Eighteenth Day*.—In Los Angeles.

MONDAY, May 13. *Nineteenth Day*.—Transfer from the hotel to the Southern Pacific station, and leave Los Angeles at 7.30 A. M.; arrive at Santa Barbara at 12.05 P. M.; omnibus transfer to The Arlington, E. P. Dunn, manager, or The San Marcos, L. J. Clark, proprietor.

TUESDAY, May 14. *Twentieth Day*.—In Santa Barbara. Carriage ride, with visits to the most interesting and picturesque parts of the city and its surroundings.

NOTE.—The carriage ride may be taken on any day during the stay in Santa Barbara.

WEDNESDAY, May 15. *Twenty-first Day*.—In Santa Barbara.

THURSDAY, May 16. *Twenty-second Day*.—In Santa Barbara.

FRIDAY, May 17. *Twenty-third Day*.—In Santa Barbara.

SATURDAY, May 18. *Twenty-fourth Day*.—In Santa Barbara.

SUNDAY, May 19. *Twenty-fifth Day*.—In Santa Barbara.

MONDAY, May 20. *Twenty-sixth Day*.—In Santa Barbara.

TUESDAY, May 21. *Twenty-seventh Day*.—Omnibus transfer to the Southern Pacific station, and leave Santa Barbara at 8.45 A. M.; dinner at the station dining room, Saugus; supper at the station dining room, Mojave.

NOTE.—Parties for the Yosemite Valley will be made up during the stay at Santa Barbara, to leave on different days. See page 165.

WEDNESDAY, May 22. *Twenty-eighth Day*.—On the Southern Pacific Company's line *en route* northward; arrive at Oakland Pier at 10.10 A. M. and in San Francisco by ferry at 10.45 A. M.; transfer from the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company, to The Palace, John C. Kirkpatrick, managing director, George B. Warren, assistant manager.

THURSDAY, May 23. *Twenty-ninth Day*.—In San Francisco.

FRIDAY, May 24. *Thirtieth Day*.—Transfer from The Palace to the Alameda ferry, foot of Market street, and leave San Francisco by the Santa Cruz Division of the Southern Pacific Company's line at 8.15 A. M.; visit the "Big Trees" *en route*, and arrive in Santa Cruz at 1.00 P. M.; lunch at the Sea Beach Hotel, J. T. Sullivan, proprietor; carriage ride, visiting the beach, cliff, etc.; leave Santa Cruz at 3.40 P. M., and proceed to Monterey *via* Pajaro, arriving at Hotel del Monte station at 6.15 P. M.; transfer to the Hotel del Monte, Georg Schönewald, manager.

SATURDAY, May 25. *Thirty-first Day*.—At the Hotel del Monte, Monterey.

SUNDAY, May 26. *Thirty-second Day*.—At the Hotel del Monte, Monterey.

MONDAY, May 27. *Thirty-third Day*.—Transfer to the Hotel del Monte station, and leave Monterey by the Southern Pacific line at 1.25 P. M.; arrive in San Jose at 4.18 P. M.; omnibus transfer to the Hotel Vendome, George P. Snell, manager.

TUESDAY, May 28. *Thirty-fourth Day*.—In San Jose.

WEDNESDAY, May 29. *Thirty-fifth Day*.—In San Jose.

NOTE.—During the stay in San Jose there will be a stage excursion to the Lick Observatory on the summit of Mount Hamilton.

THURSDAY, May 30. *Thirty-sixth Day*.—Transfer to the Southern Pacific station (broad-gauge division), and leave San Jose at 11.40 A. M.; arrive at Palo Alto and Menlo Park at noon; lunch there; carriage ride, visiting the late Senator Stanford's stock farm and the Leland Stanford Junior University; leave Menlo Park at 5.04 P. M.; arrive in San Francisco (station corner of Third and Townsend streets) at 6.26 P. M.; transfer to The Palace in the coaches of the United Carriage Company.

FRIDAY, May 31. *Thirty-seventh Day.*—In San Francisco.

SATURDAY, June 1. *Thirty-eighth Day.*—In San Francisco.

SUNDAY, June 2. *Thirty-ninth Day.*—In San Francisco.

MONDAY, June 3. *Fortieth Day.*—Transfer from The Palace to the Oakland ferry, foot of Market street, and leave San Francisco at 9.00 A. M. ; leave Oakland Pier at 9.30 A. M., by the Southern Pacific Company's Ogden route, taking a train of Pullman palace sleeping cars with dining car ; proceed eastward *via* Port Costa, Benicia, and Sacramento, and cross the Sierra Nevada by daylight.

TUESDAY, June 4. *Forty-first Day.*—*En route* through Nevada and Utah ; arrive at Ogden, Utah, at 12.00 midnight, and leave *via* the Rio Grande Western Railway for Salt Lake City ; on arrival in Salt Lake City the train will be side-tracked for the remainder of the night and the succeeding forenoon.

NOTE.—Railway time changes at Ogden from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

WEDNESDAY, June 5. *Forty-second Day.*—Leave Salt Lake City at 1.00 P. M. *via* the Rio Grande Western Railway.

THURSDAY, June 6. *Forty-third Day.*—From Grand Junction eastward *via* the Denver & Rio Grande Railroad, arrive at Glenwood Springs, Col., at 8.30 A. M. ; transfer to The Colorado, W. Raymond, proprietor, A. W. Bailey, manager.

FRIDAY, June 7. *Forty-fourth Day.*—At Glenwood Springs.

SATURDAY, June 8. *Forty-fifth Day.*—Transfer from The Colorado to the Denver & Rio Grande station, and leave Glenwood Springs at 7.30 A. M. ; pass through the cañon of the Grand River, the cañon of the Eagle River, over Tennessee Pass, and down the Arkansas River, through the Grand Cañon and the Royal Gorge by daylight ; arrive at Manitou about midnight, and remain on the cars ; in the morning omnibus transfer to Barker's Hotel, C. W. Barker, proprietor, and the Cliff House, E. E. Nichols, proprietor, E. E. Nichols, Jr., manager.

SUNDAY, June 9. *Forty-sixth Day.*—At Manitou.

MONDAY, June 10. *Forty-seventh Day.*—At Manitou.

TUESDAY, June 11. *Forty-eighth Day.*—Transfer from the hotels to the station, and leave Manitou

by the Denver & Rio Grande Railroad at 8.00 A. M.; arrive in Denver at 11.30 A. M.; carriage ride, visiting the principal places of interest; leave Denver at 5.00 P. M. *via* the Chicago, Rock Island & Pacific Railway.

NOTE.—Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

WEDNESDAY, June 12. *Forty-ninth Day*.—*En route* eastward through Kansas, Nebraska, and Iowa; arrive at Omaha about 4.00 P. M. and Council Bluffs 4.30 P. M.; leave Council Bluffs about 5.30 P. M.

THURSDAY, June 13. *Fiftieth Day*.—On the Chicago, Rock Island & Pacific Railway *en route* through Iowa and Illinois; arrive at Englewood about 12.00 noon; thence east on the New York, Chicago & St. Louis (Nickel Plate) Railroad.

NOTE.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

FRIDAY, June 14. *Fifty-first Day*.—Arrive at Niagara Falls, N. Y., about 9.00 A. M., and remain until afternoon; leave Niagara Falls *via* the West Shore route (from the New York Central & Hudson River Railroad station) at 5.07 P. M.

SATURDAY, June 15. *Fifty-second Day*.—Arrive in New York, West Shore Railroad station, foot of West Forty-second street, at 7.50 A. M., or foot of Franklin street at 8.05 A. M.

NOTE.—As this itinerary is made up in advance of the publication of the summer time-tables of the various railroads, slight changes may be necessary.

THE JOURNEY IN BRIEF.

Crossing the Continent Westward.

OUR California and Colorado party, setting forth to cross the continent, will leave New York from the station of the Central Railroad of New Jersey, foot of Liberty street, by ferry, at 3.00 P. M., and leave Jersey City at 3.12 P. M., Thursday, April 25. The early part of the route lies through Philadelphia, Wilmington, and Baltimore, crossing the Susquehanna near Havre de Grace and an arm of Chesapeake Bay at Baltimore. The train will pass through Washington in the evening and later arrive at Harper's Ferry, where it will be placed on a side track for the night, in order that none of the fine scenery beyond that famous place may be lost. Leaving Harper's Ferry early Friday morning, the day's ride will be a constant succession of scenic delights. For many miles we follow the picturesque valley of the Potomac, with its vistas of loveliness on every hand. The ascent of the rugged Alleghanies to the summit of the range at Altamont follows immediately, and then the descent of the western slope over the noted "Cranberry grade." (Pages 26-28.) We reach the Ohio at Parkersburg, and thence proceed over the Baltimore & Ohio Southwestern Railway through Cincinnati to St. Louis. A brief stay and a carriage ride in the latter bustling city on Saturday will include visits to the principal business streets, the great Eads bridge spanning the Mississippi, Forest Park, and other points of interest (page 29). From St. Louis to Kansas City the Chicago & Alton route is

taken, and on arrival in Kansas City Saturday night we shall be transferred to the Midland Hotel.

We remain in Kansas City (page 29) over Sunday, and on Monday resume our westward journey, entering here upon the Atchison, Topeka & Santa Fe Railroad for the long ride through Kansas, Colorado, New Mexico, Arizona, and Southern California. Monday afternoon will be devoted chiefly to Eastern Kansas, which is naturally its most populous section. Soon after passing Coolidge, early Tuesday morning, we enter Colorado, and then New Mexico, crossing the Raton Mountains a short distance south of Trinidad. Our travels through this Territory will be quite extended, and a visit will be paid to Santa Fe, its ancient capital, on Wednesday. (Page 33.) Then we continue on, by way of Albuquerque, over the Atlantic & Pacific Railroad through Arizona (page 35), and enter California at the crossing of the Colorado River near The Needles. After traversing the desolate Mojave desert we turn southward through the Cajon Pass of the San Bernardino Mountains, and at length on Friday, May 3, find ourselves in the garden of Southern California.

In California.

The first town reached is San Bernardino. Continuing thence by the Southern California Railway to Riverside (page 39), we there pass the latter part of the day in inspecting the charms of that beautiful city of groves and gardens. We then journey southward to San Diego and its famous seashore resort, Coronado Beach (pages 40-42), where we are to remain until Tuesday, May 7.

Returning northward from San Diego to Los Angeles, we proceed at once to the beautiful suburban city of Pasadena (page 43), where we shall remain until Thurs-

day, with a visit to the summit of Echo Mountain, which overlooks the beautiful San Gabriel Valley. A carriage ride will give us farther views of the charming town and its picturesque environs. From Pasadena we proceed to Santa Monica (page 45) for a day, and next we enjoy the attractions of the metropolis of Southern California, Los Angeles (page 42). Our round of this part of the State is completed by a visit to Santa Barbara, where we shall arrive Monday, May 13. Over a week is assigned to Santa Barbara (page 46) in the itinerary, but it should be noted that the Yosemite Valley parties are made up during this period to leave on different days. Personal preferences in regard to the date of leaving for this trip will be observed as far as possible. There will be ample time to see Santa Barbara, including a carriage ride, and also to visit the Big Tree Groves and the Yosemite Valley. (Pages 165-168.)

San Francisco (pages 48-53), the chief city of the Pacific Coast, will come next in order, the party arriving there Wednesday morning, May 22. Leaving San Francisco for a time Friday morning, May 24, the members of the party will proceed by the Southern Pacific Company's narrow-gauge line to Santa Cruz (page 53). The "Big Trees" will be visited on the way, and there will be a carriage ride to the beach and along the picturesque cliffs in Santa Cruz. Monterey and the magnificent Hotel del Monte (page 54) will be the next point of interest, the party remaining there until Monday. We shall then proceed to San Jose (page 56), to remain at the Hotel Vendome until Thursday, save that one day will be devoted to a stage excursion (page 56) to the Lick Observatory on the summit of Mount Hamilton, the party leaving the Hotel Vendome in the morning and returning at night. San Francisco will be reached on the return, with an incidental visit to Palo Alto, Thursday, May 30, and there will be a farther stay here of three days.

From San Francisco Eastward.

Leaving San Francisco for the homeward journey, the route eastward will be over the Southern Pacific Company's line across Central California and Nevada to Ogden, Utah; thence to Denver, Col., by the Rio Grande Western and Denver and Rio Grande Railroads; and from Denver to the Missouri River, through Kansas and Nebraska, and thence across Iowa and Illinois to Chicago, by the Chicago, Rock Island & Pacific Railway. The schedule has been arranged so that the train will traverse the most attractive part of the Sierra Nevada by daylight. As far as Port Costa, thirty-two miles out, we follow the route over which we approached San Francisco. At that point we cross the Straits of Marquinez on the mammoth steam ferry-boat "Solano," the largest craft of its kind in the world; and for a farther distance of over 2,500 miles our course is over fresh ground. From Benicia, on the opposite side of the straits, we soon speed away towards Sacramento and the far-away mountains, through a region of wheat fields, gardens, and vineyards.

Across the Sierra Nevada.

We cross the American River a short distance from Sacramento, and then begin the ascent of the mountains that form the eastern border of California — the great wall of the Sierra Nevada, or "Snowy range." This mountain chain is about 9,000 feet in height, and the pass to which we climb has an elevation of 7,017 feet. A few miles beyond Colfax the railroad "doubles Cape Horn." The road here rounds a mountain promontory on a little shelf 2,000 feet above the bed of the American River, which appears at this height like a slender thread of silver. Stretching away to the right is a deep ravine, bordered by mountain walls, along which may be seen the stage

road, leading to the old mining town of Iowa Hill. The Southern Pacific Company's line ascends the mountains beside the American River Cañon, and many magnificent views are had of that gigantic rift, while Bear and Yuba River Valleys also furnish some grand scenery. All along this part of the route may be seen many traces of the old placer mining, and of the later hydraulic process, which washed away even the hills themselves. Meanwhile we are fast climbing the giant wall of the Sierra Nevada. From Sacramento to Summit, 105 miles, the ascent is 6,987 feet, and of this 5,258 feet — only 22 feet less than a mile — are made in sixty-two miles, from Clipper Gap to Summit. The ascent from Shady Run to Summit, a distance of thirty-one miles, is 2,881 feet, or over half a mile.

Just east of the summit, upon the north, Donner Lake is seen, and the railroad follows down the cañon of Cold Stream Creek and Donner Creek to Truckee. On Donner Creek is Starvation Camp, where, in the winter of 1846-47, Donner and his party, a company of eighty-two persons, met with privation and disaster. Thirty-six of the number perished, and, of a party of thirteen who went out for help, ten more were forced to succumb. Relief was sent, but all the survivors could not be saved, and the heroic Mrs. Donner remained behind to die with her husband.

In the passage over the mountains the traveler is treated to an extensive acquaintance with that necessary — though to the sight-seer rather aggravating — device, the snow-shed. These wonderful wooden tunnels cover over thirty-three miles of the Central Pacific Railway, and cost from \$40,000 to \$750,000 per mile. In places where masonry was needed, the cost was over \$1,100,000 per mile.

On the eastern side of the mountains the grade is not as heavy as it is on the western slope, and the descent is to the great inclosed continental plateau, which is lifted over

4,000 feet above the sea. For over 1,200 miles the road is continued at that or a greater elevation, only once reaching a level slightly less than 4,000 feet.

Nevada.

Passing through Truckee, the last California town of importance, we enter the State of Nevada, about twenty miles farther on. Soon afterward we reach Reno, one of the liveliest and most flourishing towns of the Silver State. Nevada has an area of 110,700 square miles, and is therefore nearly as large as Colorado. The Southern Pacific Company's Ogden line traverses it for 449 miles, and the route presents all the characteristic scenery for which this State is famed, comprising bold and rugged mountains capped with snow, and wide stretches of desert plain. Wadsworth, Humboldt, Winnemucca, Battle Mountain, Carlin, Elko, and Wells are places of more or less importance. The entire population of the State in 1890 was 45,761. Indians, generally Shoshones or Piutes, are frequently seen about the stations. One of the wonderful natural features of the great Nevada and Utah Basin, sometimes called the great American desert, is found in the numerous "sinks." The Humboldt, Carson, Truckee, and many other streams empty into lakes that have no visible outlets. The Great Salt Lake is one of these vast "sinks."

Utah.

The new State of Utah is reached just east of Tecoma, 680 miles from San Francisco and 154 miles from Ogden. The scenery is similar to that of Nevada. We approach the shores of the Great Salt Lake, about ninety miles west of Ogden, just beyond the station of Kelton. This remarkable inland sea covers about 3,000 square miles, its greatest length being ninety-three miles, and its greatest width forty-three

miles. The elevation of the lake above the ocean is upwards of 4,200 feet, or higher than the top of the Alleghany mountains. Its mean depth is about sixty feet, and there are numerous small islands, with one or two of considerable size. While the Atlantic Ocean contains $3\frac{1}{2}$ per cent of solids, Great Salt Lake has 14 per cent. Promontory Point, where the last spike uniting the iron bands which had stretched out from the Atlantic and from the Pacific was driven, May 10, 1869, is fifty-two miles from Ogden. From this latter point we proceed thirty-six miles south by the Rio Grande Western Railway to Salt Lake City.

Salt Lake City.

Salt Lake City, or Zion, as it is called by the Latter-Day Saints, is beautifully situated. It covers a wide expanse, and has a mixed population of Mormons and Gentiles. It is emphatically a city of cottage homes. The streets are wide and shaded, and in each are two swift-flowing streams of pure mountain water. The lines of shade trees, with groups of fruit trees and luxuriant gardens, make the city seem one mass of foliage. Spurs of the Wahsatch Mountains rise to a great height a few miles distant on the east and north, and twelve miles west are other rugged ranges. There are copious sulphur springs near the city, and rich silver mines are in the mountains, twenty miles or more away.

Among the edifices demanding attention are the Tabernacle and the Temple. The former is a vast building, oval in form, 233 by 133 feet, with a roof seventy feet from the floor. There are seats for 8,000 persons, and above the platform is a large organ. The Assembly House, a smaller edifice than the Tabernacle, but finished much more elaborately, is used as a place of worship in the winter season. It contains an organ and numerous frescos depicting scenes in the history of the Mormon Church. The

Endowment House, of which so much has been written, was formerly in the same inclosure. The Temple, near by, which was begun April 6, 1853, and dedicated just forty years later, cost \$4,000,000. It is 200 by 100 feet, with walls 100 feet high, and the central towers on the east end are 200 feet high. It is built of granite brought from Cottonwood Cañon. Visitors are admitted to the Tabernacle, but not to the Temple. Among the other Mormon edifices are the "Lion," "Bee Hive," and "Gardo" Houses, built as residences by Brigham Young, the tithing offices situated between the "Bee Hive" and the Temple, and the gigantic warehouse of "Zion's Co-operative Mercantile Institution," known in short as the "Co-op Store." Camp Douglas, the headquarters of the United States troops, is finely situated upon a plateau east of the city, at the altitude of 4,904 feet above the sea and 666 feet above the Temple corner. The post was established in 1862, and is occupied by 500 men. Guard-mounting occurs every morning at 8.45 o'clock.

The population of Salt Lake City in 1890 was 44,843, an increase of 24,075 in ten years. Ogden had 14,889 inhabitants, and the population of Utah was 207,905.

Over the Rio Grande Western Railway from Salt Lake City.

Leaving Salt Lake City Thursday afternoon, the party will proceed eastward. The line crosses the Wahsatch range and the main continental divide, and leads through several wonderfully picturesque cañons and gorges. Southward from the Mormon capital the route takes the traveler up the valley of the Jordan to the flourishing Mormon town of Provo, which is situated upon the shores of the beautiful Utah Lake, a body of fresh water nearly 300 feet higher than the Great Salt Lake, into which it discharges through the Jordan.

Beyond Provo the railway turns eastward, and ascends the Spanish Fork and Clear

Creek to Soldier Summit, one of the low passes in the southern part of the Wahsatch range. Provo is 4,517 feet above the sea; and at Soldier Summit, forty-five miles beyond, the elevation is 7,464 feet, or 3,237 feet above the level of Salt Lake City. At the summit the view is not extended, as the mountains rise higher on either side. The road descends on the east slope by the side of the South Fork of the Price River, which it follows some seventy miles. Twenty-two miles below the summit is Castle Gate, formed by cliffs on each side of the roadway, leading to Castle Cañon. The Green River, a large and swelling stream, is crossed 190 miles from Salt Lake City and some fifty or sixty miles north of its junction with the Grand River, which the railway follows up for over 200 miles. The Colorado State line is reached about 270 miles from Salt Lake City.

Glenwood Springs.

East of Grand Junction we ascend the valley of the Grand River to Glenwood Springs, passing the Roan, or Book Mountains. We are now upon the recent extension of the Denver & Rio Grande Railroad. Glenwood Springs is a new and very attractive health resort, situated at the confluence of the Grand River with the Roaring Fork, in a picturesque valley surrounded by forest-clad hills. Its altitude is about the same as that of Denver — 5,200 feet — and the town, which had about 200 inhabitants in 1885, has now a population of over 2,500. The place is handsomely laid out, with broad and regular streets intersecting each other at right angles. Wonderful hot salt water springs have made the region famous. With the erection of the splendid new hotel, The Colorado, Glenwood Springs at once became the most desirable health and pleasure resort in Colorado. The famous springs, the bathing facilities afforded by the great swimming pool, the luxurious bath establishment, and the unique cave

baths, far surpass everything else of the kind in America or the Old World. The "Big Pool," or Natatorium, covers upwards of an acre, and is from $3\frac{1}{2}$ to $5\frac{1}{2}$ feet in depth. The hot water pours in at a temperature of 120 degrees Fahrenheit, and at a rate of 2,000 gallons per minute, but is reduced to a pleasant temperature for bathing by fresh water from the mountain stream. In winter as well as summer the bathing is in the highest degree enjoyable, the temperature of the great body of water being from 93 to 98 degrees Fahrenheit. In the midst of the hot waters a fountain of cold water throws its grateful spray, forming a delightful shower-bath. The elegant Sanitarium, or bath-house, which stands near the pool, was erected at a cost of over \$100,000. Its walls are of solid masonry, the beautiful Peachblow sand-stone being the material used. It is a large building, set in a charming park, with terraced lawns and flower-bordered walks and drives.

On a beautiful terrace above the springs a large and costly hotel, The Colorado, has been erected to meet the increasing demands of health and pleasure-seekers. The Colorado is solidly constructed of Peachblow colored stone and Roman brick. Its dimensions are 224 feet across the front and 260 feet from front to rear. The hotel is built around three sides of a large court, 124 feet square. In locating the building advantage was taken of the natural slope of the ground, thus enabling the court to be terraced and adorned with fountains, paths, grass plats, and beds of flowers, affording delightful promenades and commanding extensive views. An additional charm is given by the broad, open corridors and verandas encircling the court. These lofty corridors are supplied with glazed sashes, which enable the openings to be closed when desired, or when the weather renders it advisable. A stone bridge arching the roadway connects this court with broad, easy flights of steps leading down to the

river, bath-house, and springs. The hotel contains 200 guest rooms and about forty private bath-rooms. The bath-rooms are supplied with the best plumbing fixtures, including nickel-plated pipes and fittings, and especial care has been taken with regard to the sanitary arrangements, drainage, and ventilation. Most of the rooms are arranged in suites of two or more, with or without private bath-rooms in connection. An ample number of single rooms has also been provided, some having baths connecting. In nearly every room is found an open fire-place, in which are burned the fragrant logs of piñon pine so famous in the Rocky Mountain regions of Colorado. Steam heat is also abundantly provided.

A bridle trail for horses and mules has been opened during the past season to Lookout Mountain, immediately back of the town, and on the summit there has been erected a pavilion from which there is a view over several hundred miles of the snow-capped Rockies. A new foot trail behind the hotel leads to the top of Iron Mountain, with a prospect from Exclamation Point similar to that from Inspiration Point in the Yosemite Valley. The recently discovered "Cave of the Fairies" is near this trail. A polo ground and race track have been laid out, and the big pool has been provided with an electric launch.

Mr. W. Raymond, of Raymond & Whitcomb, is proprietor of The Colorado, and Mr. A. W. Bailey manager. The parties will be transferred to The Colorado on arrival at Glenwood Springs, and remain there two days.

Over the Rocky Mountains.

On leaving Glenwood Springs the traveler passes through the Cañon of the Grand River for a distance of about eighteen miles. Here the mountain walls shoot up in

towering columns and gigantic turrets to a height of 2,000 feet, while a torrent roars and plunges between. The sunlight reaches only the summits of the tall pines, while the depths of the rift are in everlasting shadow. In places the rocks are a flaming red. On emerging from Grand River Cañon we pass through an open, rolling country for thirty or forty miles, at the farther side of which we come to Eagle River Cañon. This is one of the most interesting places in Colorado — doubly so from the fact that the scenery is very grand, while all around are seen indications that we are in the very midst of a great mining section. Up and down the abrupt walls the expanse is dotted with mining camps and mining paraphernalia. The cañon ends at the picturesque little mining town of Red Cliff, and we again emerge into a more open, though elevated, country. The scenery between here and Malta, twenty-seven miles distant, is very beautiful. Lofty mountains are seen on every side; and at one point, in looking up one of the narrow gulches, we catch a glimpse of a noble peak — the Mount of the Holy Cross.

We cross the Continental Divide at Tennessee Pass, which has an elevation of 10,418 feet — only 142 feet less than two miles — and yet this is called “a comparatively easy pass,” as such things are classed in Colorado. We now descend the valley of the Arkansas River, between lines of mighty hills, passing through Granite, Buena Vista, and other towns. Salida occupies a broad part of the valley, and has a glorious outlook upon the surrounding mountains. The Collegiate range rises in the west, with Harvard, Yale, and Princeton in plain view, crowned with perpetual snow, while in the south are the snowy summits of the Sangre de Cristo range; southwest are Mounts Ouray and Shavano.

The Royal Gorge.

Soon after leaving Salida the magnificent scenery of the Cañon of the Arkansas begins. Following down the valley, between the towering range of Arkansas hills upon the left, and the magnificent line of lofty, snow-clad peaks forming the Sangre de Cristo range upon the right, the grandest and most impressive scenery is found in the portion of the cañon known as the Royal Gorge, some ten miles in length. Mountains of rock running up almost perpendicularly nearly half a mile in height, and terminating in dizzy pinnacles, seem ready to fall upon the adventurous traveler. The train winds along the course of the narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrower limits, brawlingly disputes the right of way with the iron steed; and at one place the latter finds foothold on a hanging bridge. After traversing the Royal Gorge the train quickly leaves the mountains behind, and passing Florence, with its oil wells, follows the open valley of the Arkansas to Pueblo.

Manitou.

Continuing from Pueblo over the Denver & Rio Grande Railroad, forty-five miles farther, Colorado Springs is reached, and we there diverge from the main line by a branch, six miles in length, to Manitou. The Barker and Cliff Houses will be our headquarters here for a two-days' stay. The little town is situated in a narrow valley penetrating the main range through the foot-hills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. The town is invisible until a low ridge extending across the valley is passed, and then the white houses and hotels come suddenly into view. Through an opening in the hills the snow-white crest of

Pike's Peak is seen. The principal springs, six or seven in number, are situated on the banks of Fountain Creek, a swift mountain stream which flows through the centre of the village, or on Ruxton's Creek, which flows into the other from Engleman's Cañon, just below the Ute Pass. The Navajo, Shoshone, and Manitou Springs are within a very short distance of the hotels, as is also the splendid bathing establishment opened in 1884. Manitou has an elevation of 6,297 feet — six feet higher than the summit of Mount Washington, the most elevated point in New England — and Pike's Peak rises but a few miles away to the height of 14,147 feet. A "cog" railway leads to the summit, and there will be time to make the ascent. The Garden of the Gods lies east of Manitou, and between that place and Colorado Springs. It is a park-like tract, inclosed by cliffs and hills, and scattered about its surface are fantastically formed rocks carved by the elements in past ages. Williams Cañon is near the village of Manitou, and the Manitou Grand Caverns are situated in Ute Pass.

Denver.

Leaving Manitou Tuesday morning, we shall proceed over the Denver & Rio Grande Railroad to Denver, eighty-one miles distant. That city will be reached about noon, and the train will be side-tracked, as the afternoon will be devoted to sight-seeing. Denver, which lies at the western border of the plains, dates back to the Pike's Peak gold excitement of 1858-59. In 1860 it was a straggling camp, consisting principally of log cabins and tents. In 1870 it had 4,579 inhabitants; in 1880, 35,719; and within the succeeding year over 600 buildings were erected, and the population increased to over 40,000. In the last decade the city has made giant strides, and must now be classed among the great cities of the country. The census of 1890 placed it

the twenty-sixth in the list of American cities, with 106,713 inhabitants. In 1880 it stood forty-ninth. Its streets are regularly and handsomely laid out; its public and business edifices and its private residences are elegant and substantial; schools, churches, and newspapers abound; and, in short, Denver has every sign of thrift, enterprise, wealth, and progress. The State Capitol, a large and costly structure, is on Capitol Hill, between Colfax avenue and Capitol street and Grant and Lincoln streets.

From Denver Eastward.

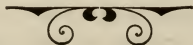
The party will leave Denver Tuesday evening by the Chicago, Rock Island & Pacific Railway. The route for many hours lies over the "Great Plains," which stretch from the Rocky Mountains to the Missouri River. Omaha occupies elevated ground on the west bank of the Missouri, and the train crosses the river to Council Bluffs, Ia., on a splendid iron bridge, by daylight Wednesday. The Rock Island route passes through some of the principal towns of Iowa. Crossing the Mississippi from Davenport to Rock Island, Illinois is reached, and the train runs on through Moline, Bureau, Joliet, and other important places, to Englewood (Chicago). Then the homeward route will be to Buffalo *via* the New York, Chicago & St. Louis (Nickel Plate) Railroad, and thence to Niagara Falls, and from Niagara Falls to New York by the West Shore route, traversing Central New York and the valley of the Hudson. Arriving at Niagara Falls Friday morning, we shall remain there until afternoon. The passengers will thus have an opportunity to visit all the points of interest in the neighborhood of the great cataract. Leaving Niagara Falls Friday afternoon, the train will arrive in New York the next morning.

In the course of the tour the excursionists will pass through the following States and Territories: *States*—New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Ohio, Indiana, Illinois, Missouri, Kansas, Colorado, California, Nevada, Utah, Nebraska, Iowa, and New York (17); *Territories*—New Mexico and Arizona (2); and the District of Columbia (1)

For the itinerary in detail see pages 143–148.

TABLE OF DISTANCES.

	MILES.
From New York up to departure from San Francisco. (See page 111.)	4,502
“ San Francisco to Ogden, Utah, Southern Pacific Company’s Ogden line.	835
“ Ogden to Grand Junction, Col., Rio Grande Western Railway	328
“ Grand Junction to Manitou (387 miles), and Manitou to Denver (81 miles), Denver & Rio Grande Railroad.	468
“ Denver to Englewood, Chicago, Rock Island & Pacific Railway.	1,086
“ Englewood to Buffalo, New York, Chicago & St. Louis Railroad.	517
“ Buffalo to Niagara Falls, West Shore Railroad	22
“ Niagara Falls to New York, West Shore Railroad.	450
Total.	8,208



THE YOSEMITE VALLEY.

A SIDE TRIP IN CONNECTION WITH THE THREE CALIFORNIA TOURS.

THE wonderful Yosemite Valley may be visited to the best possible advantage in connection with the three excursions that have been described in the foregoing pages. Each of these parties will be in Southern and Central California during the latter part of May. By that time the roads into the valley are usually well settled, the country is fresh with the flowers and foliage of spring, and the waterfalls are full. The Yosemite trip includes also the famous Big Tree Groves.

The valley lies in the heart of the Sierra Nevada Mountains, 150 miles nearly due east from San Francisco. The principal features of the Yosemite are, first, the near approach of its walls to verticality; second, their great height, not only absolutely, but as compared with the width of the valley itself; and, third, the small amount of débris at the base of the cliffs. The floor of the valley is a generally level or rolling wooded park, ranging from half a mile to a mile in width. It is immediately bordered by cliffs, nearly or quite vertical, rising to heights ranging from over half a mile to almost one mile above the valley. Elevations above the sea are as follows: Floor of the valley, 4,000 feet; El Capitan, 7,300 feet; Cathedral Rocks, 6,660 feet; Glacier Point, 7,200 feet; Half Dome, 8,737 feet; Three Brothers, 7,830 feet; North Dome, 7,568 feet; Washington Column, 5,875 feet. The waterfalls are hardly less marvelous

than the cliffs—the Yosemite, 2,600 feet in height, the highest fall in the known world; the Bridal Veil, dashing into spray from an altitude of 900 feet; and the Vernal and Nevada Falls of the Merced River, 400 and 600 feet in height.

The Big Tree Groves, Calaveras and Mariposa best known, are found only on the western slope of the Sierra, at an elevation of 5,000 to 7,000 feet. The largest growth is 115 feet in circumference, the greatest height 325 feet, and some of these giants are from 1,500 to 2,000 years old.

It has been deemed advisable to make the visit to the Yosemite Valley and the Big Trees a side or supplementary trip, at a slight additional expense, the same as in previous years, rather than to include it in the regular round. This course is taken in order that every person may exercise his or her own preference in the matter, not only in reference to making the trip, but also in regard to the time to be occupied in connection therewith. As will be seen from the itineraries of the regular tours on pages 18–25, 120–127, and 143–148, an unusual allowance of time has been given to Santa Barbara and San Francisco. The Yosemite may be visited during this interval, with a sufficient stay in the valley, without slighting the cities named. The parties for the valley will leave Santa Barbara on different days during the advertised halt there, and rejoin those of their associates who do not go to the valley in San Francisco.

Berenda, 304 miles from Los Angeles and 178 miles from San Francisco, is the point of departure from the main line of the Southern Pacific Railroad. A branch road extends from Berenda to Raymond, twenty-one miles, from which latter point the stages run. The stage transportation will be furnished by the Yosemite Valley Stage & Turnpike Company. No horseback riding is now required to reach either the Yosemite Valley or the Mariposa Grove of Big Trees. The distance from Raymond

to the Wawona Hotel (formerly known as Clarke's), is only forty-two miles, and from thence to the valley twenty-eight miles. Special and very advantageous arrangements have been made for the accommodation of the members of our parties.

The cost of the ticket, covering railway and stage transportation from Berenda to the Big Trees and Yosemite Valley, returning to Berenda, is THIRTY-FIVE DOLLARS. As the trip will be made during some portion of the period allotted to the sojourn in Santa Barbara or San Francisco, some of the hotel coupons will remain unused. All such will be redeemed, thus lessening the cost. The sleeping-car ticket (good from Santa Barbara to San Francisco) will be taken up before Berenda is reached, and cannot be used on a subsequent date. Therefore, Yosemite Valley excursionists who desire sleeping-car places from Berenda to San Francisco will be required to pay for the same. Hotel accommodations at Wawona and in the Yosemite Valley, and meals *en route*, are also extra. The entire cost of the trip, including transportation, board, meals, excursions in and about the valley, etc., after deducting the value of unused hotel coupons in the regular excursion ticket book, will be less than \$50.

As it is essential that all arrangements for stage transportation and hotel accommodations shall be made in advance of the arrival of the parties in California, persons desiring to make the trip are requested to buy their stage tickets for the Yosemite tour when the general excursion tickets are taken before starting from the East.

Tourists usually spend about three days in the valley, the headquarters being at the Stoneman House. This is sufficient time for a leisurely viewing of the wonderful scenery. The Big Trees are visited *en route* while returning from the valley to Raymond, unless the traveler chooses, as he may well do, to spend an extra day or two at Wawona, in order to visit the trees and Signal Peak. With a three-days' stay, about

one week is required for the trip from Los Angeles *via* the Yosemite and the Big Trees to San Francisco, the itinerary being substantially as follows:—

ITINERARY.

FIRST DAY.—Leave Santa Barbara by the Southern Pacific Company's line at 8.45 A. M.; dinner at the station dining room, Saugus; supper at the station dining room, Mojave.

SECOND DAY.—Arrive at Berenda at 4.11 A. M., and Raymond (by the Southern Pacific Company's Yosemite Division) at 5.50 A. M.; breakfast at Raymond; leave Raymond by the Yosemite Stage and Turnpike Company's stages at 7.00 A. M.; lunch at Ahwahnee; arrive at the Wawona Hotel, Wawona, at 6.00 P. M.

THIRD DAY.—Leave Wawona by stage at 6.00 A. M.; arrive in the Yosemite Valley, Stoneman House, at 12.00 noon.


FOURTH DAY.—In the Yosemite Valley.

FIFTH DAY.—In the Yosemite Valley.

SIXTH DAY.—In the Yosemite Valley. Leave the Stoneman House by stage at 1.00 P. M.; arrive at the Wawona Hotel, Wawona, at 7.00 P. M.

SEVENTH DAY.—Leave Wawona by stage at 7.00 A. M. *via* the Mariposa Grove of Big 'Trees; lunch at Ahwahnee; arrive at Raymond at 6.00 P. M.; supper at Raymond; leave Raymond by the Southern Pacific line at 7.00 P. M.

EIGHTH DAY.—On the Southern Pacific line *en route* northward; breakfast at the station dining room, Lathrop; arrive at Oakland Pier at 10.10 A. M. and in San Francisco by ferry at 10.45 A. M.

 Tickets for the Yosemite trip in connection with any of our transcontinental excursions, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 31 East Fourteenth St., Lincoln Building, Union Sq., New York.

A SPLENDID TOUR TO

* * **ALASKA** * *

IN CONNECTION WITH

A JOURNEY ACROSS THE CONTINENT BY THE CANADIAN PACIFIC RAILWAY,

INCLUDING VISITS TO

Montreal, Banff Hot Springs, the Great Glacier of the Selkirks, Victoria,

ALASKA, the PACIFIC NORTHWEST,

— AND THE —

YELLOWSTONE NATIONAL PARK.

THE PARTY TO LEAVE NEW YORK MONDAY, MAY 27, AND TO RETURN THURSDAY, JULY 11.

PRICE OF TICKETS (ALL TRAVELING AND HOTEL EXPENSES INCLUDED), **\$500.00.**

RAYMOND & WHITCOMB,

31 East Fourteenth Street, Lincoln Building, Union Square, New York.



FIFTH ANNUAL SPRING TOUR TO

The Canadian Rocky Mountains, the Pacific Northwest,
ALASKA

AND THE

YELLOWSTONE NATIONAL PARK.

MAY 27 TO JULY 11, 1895.

OUR fifth annual spring tour across the continent by the Canadian Pacific Railway, and thence to Alaska, returning by the Northern Pacific Railroad, and including the Yellowstone National Park, has been arranged for the accommodation of persons who may not be able to join the earlier party for California and Alaska, and of those who wish to omit Colorado and California from their round of travel. The route is to be from New York to Montreal, and thence westward *via* Winnipeg and the entire Canadian Pacific line, through the grandest railroad scenery on the continent, that of the Canadian Rocky Mountains. At Tacoma the party will join the one whose tour was described in the first part of this book, and will continue with it throughout the Alaska voyage and until the return to New York.

The party will leave New York Monday, May 27. The itinerary and an outline of the trip are given below. The price of tickets is \$500. This includes all traveling

and hotel expenses, transfers, and carriage rides mentioned in the itinerary, with an entire double berth (half a section) in the sleeping cars, and one half of a stateroom (not more than two persons in each stateroom) on the steamer during the Alaska voyage.

Extra Sleeping-Car Accommodations.

The cost of an extra double berth, giving an entire section to one person, for the journey between New York and Mission Junction or Seattle is \$22.50; drawing-room for one occupant, \$67.50; for two occupants, \$45—\$22.50 each; for three occupants, entire extra charge, \$22.50.

The charge for an extra double berth each way between Seattle or Tacoma and Portland is \$2; drawing room for one occupant, \$6; for two occupants, \$4—\$2 each; for three occupants, entire extra charge, \$2.

For an extra double berth from Seattle or Tacoma to New York, \$22.50; drawing room for one occupant, \$67.50; for two occupants, \$45—\$22.50 each; for three occupants, entire extra charge, \$22.50.

For tickets (which must be taken on or before Wednesday, May 22, five days previous to the date of departure) and all information regarding the excursion, address

RAYMOND & WHITCOMB, 31 East Fourteenth St., Lincoln Building, Union Square, New York.

ITINERARY.

MONDAY, May 27. *First Day*.—Leave New York from the Grand Central station, Forty-second street, in Wagner palace sleeping cars, by the New York Central & Hudson River Railroad, at 6.25 P. M. Baggage should be checked to Montreal. The checks will be taken up on the train by the baggage master of the party, and the baggage will be delivered at the rooms of the owners in the hotel in Montreal. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification.

TUESDAY, May 28. *Second Day*.—Arrive in Montreal, Grand Trunk Railway station; omnibus transfer to the Windsor Hotel, H. S. Dunning, manager.

WEDNESDAY, May 29. *Third Day*.—Transfer from the Windsor Hotel to the Canadian Pacific station, and leave Montreal at 9.50 A. M. in elegant Canadian Pacific sleeping cars; meals in Canadian Pacific dining car.

THURSDAY, May 30. *Fourth Day*.—On the Canadian Pacific Railway *en route* westward in Ontario around the north shore of Lake Superior.

FRIDAY, May 31. *Fifth Day*.—On the Canadian Pacific Railway *en route* in Ontario and Manitoba; arrive at Winnipeg at 3.55 P. M., and leave at 5.10 P. M.

SATURDAY, June 1. *Sixth Day*.—On the Canadian Pacific Railway *en route* westward through Assiniboia and Alberta.

SUNDAY, June 2. *Seventh Day*.—Arrive at Banff at 6.07 A. M.; transfer to the Banff Springs Hotel, W. L. Mathews, manager, in the Canadian National Park.

MONDAY, June 3. *Eighth Day*.—Transfer from the hotel, and leave Banff at 6.07 A. M.; cross the

Rocky Mountains through the Kicking Horse Pass, descend to the Columbia River at Donald, and ascend the Selkirk Mountains; arrive at Glacier House, near the Great Glacier of the Selkirks, at 1.40 P. M., and remain until the ensuing day.

TUESDAY, June 4. *Ninth Day*.—Leave Glacier House at 2.10 P. M., and proceed westward down the Illecillewaet, across the Columbia the second time at Revelstoke, and through the Gold range and the lake region.

WEDNESDAY, June 5. *Tenth Day*.—Through the Thompson River Cañon and the Fraser River Cañon and from Mission Junction to New Whatcom, Wash.; thence by the Great Northern Railway, *via* Fairhaven, to Seattle, and the Northern Pacific Railroad thence to Tacoma; arrive at Tacoma at 8.00 P. M., and transfer to The Tacoma, G. J. Mills, manager.

THURSDAY, June 6. *Eleventh Day*.—In Tacoma. Transfer from the hotel to the Northern Pacific station, and leave Tacoma at 4.00 P. M.; arrive at Portland at 9.45 P. M.; transfer to The Portland, H. C. Bowers, manager.

FRIDAY, June 7. *Twelfth Day*.—In Portland. Carriage ride through the finest residence and business parts of the city, and to the park, which affords a magnificent view.

SATURDAY, June 8. *Thirteenth Day*.—In Portland. Transfer from The Portland to the Northern Pacific station, and leave Portland at 5.00 P. M.; arrive at Tacoma at 10.40 P. M., and go on board the Pacific Coast Steamship Company's steamer "Queen," Captain James Carroll, for the Alaska voyage.

SUNDAY, June 9. *Fourteenth Day*.

MONDAY, June 10. *Fifteenth Day*.

TUESDAY, June 11. *Sixteenth Day*.

WEDNESDAY, June 12. *Seventeenth Day*.

THURSDAY, June 13. *Eighteenth Day*.

FRIDAY, June 14. *Nineteenth Day*.

SATURDAY, June 15. *Twentieth Day*.

SUNDAY, June 16. *Twenty-first Day*.

MONDAY, June 17. *Twenty-second Day*.

TUESDAY, June 18. *Twenty-third Day*.

WEDNESDAY, June 19. *Twenty-fourth Day*.

THURSDAY, June 20. *Twenty-fifth Day*.

On the Alaska voyage, visiting Fort Wrangel, Juneau, Douglas Island, Chilkah, the great Muir Glacier in Glacier Bay, Sitka, etc. The steamer is expected to return not later than Friday, June 21.

NOTE.—The steamer will probably remain at Victoria, B. C., and Port Townsend, on either the outward or the return trip, long enough to permit of an inspection of those cities.

FRIDAY, June 21. *Twenty-sixth Day*.—Arrive at Seattle on the return from Alaska; transfer from the Pacific Coast Steamship Company's wharf to The Rainier-Grand, DeL. Harbaugh, proprietor.

SATURDAY, June 22. *Twenty-seventh Day*.—In Seattle.

SUNDAY, June 23. *Twenty-eighth Day*.—In Seattle. In the evening transfer from the hotel to the Northern Pacific station, and take special Pullman palace sleeping cars for the eastward journey; leave Seattle at a late hour *via* the Northern Pacific Railroad.

* MONDAY, June 24. *Twenty-ninth Day*.—On the Northern Pacific Railroad *en route* eastward in Washington, Idaho, and Montana; meals in Northern Pacific dining car.

TUESDAY, June 25. *Thirtieth Day*.—On the Northern Pacific Railroad *en route* eastward in Montana.

WEDNESDAY, June 26. *Thirty-first Day*.—Arrive at Livingston at an early hour, and proceed thence to Cinnabar *via* the Yellowstone Park branch; from Cinnabar to Mammoth Hot Springs by stage, arriving at Mammoth Hot Springs Hotel at 1.00 P. M.

THURSDAY, June 27. *Thirty-second Day*.—Leave Mammoth Hot Springs by stage at 8.00 A. M.; arrive at Norris Geyser Basin at 12.00 M.; lunch there; leave at 1.30 P. M.; arrive at Fountain Hotel, Lower Geyser Basin, at 5.30 P. M.

FRIDAY, June 28. *Thirty-third Day*.—Leave the Lower Geyser Basin at 8.00 A. M., visiting the Excelsior Geyser, Prismatic Lake, and Turquoise Spring in the Midway Geyser Basin; arrive at Upper Geyser Basin lunch station at 10.30 A. M.; this is situated near Old Faithful, the Bee Hive, Giantess Castle, etc.; lunch will be served here, and at 3.00 P. M. the party will return to the Fountain Hotel.

SATURDAY, June 29. *Thirty-fourth Day*.—Leave the Lower Geyser Basin at 7.00 A. M.; arrive at West Bay or "Thumb" of Yellowstone Lake at 1.00 P. M.; lunch there; leave West Bay at 3.00 P. M.; arrive at Yellowstone Lake Hotel at 7.00 P. M.

SUNDAY, June 30. *Thirty-fifth Day*.—At Yellowstone Lake Hotel.

MONDAY, July 1. *Thirty-sixth Day*.—Leave Yellowstone Lake Hotel at 10.00 A. M.; arrive at the Grand Cañon Hotel at 1.00 P. M.

TUESDAY, July 2. *Thirty-seventh Day*.—Leave the Grand Cañon Hotel at 10.00 A. M.; arrive at Norris Geyser Basin at 12.30 P. M.; lunch there; leave at 1.30 P. M.; arrive at Mammoth Hot Springs Hotel at 5.30 P. M.

WEDNESDAY, July 3. *Thirty-eighth Day*.—Leave Mammoth Hot Springs at 9.00 A. M.; arrive at Cinnabar at 10.45 A. M.; leave Cinnabar at 11.00 A. M.; arrive at Livingston at 1.00 P. M., and continue eastward over the Northern Pacific Railroad.

THURSDAY, July 4. *Thirty-ninth Day*.—*En route* in Montana and North Dakota.

FRIDAY, July 5. *Fortieth Day*.—Arrive in St. Paul at 7.25 A. M.; omnibus transfer to the Hotel Ryan; carriage ride, visiting the Capitol, Summit avenue, and other places of interest.

SATURDAY, July 6. *Forty-first Day*.—In St. Paul. In the afternoon transfer to the station of the Minneapolis & St. Louis Railway, and proceed to Minneapolis; on arrival there transfer to the West Hotel, John T. West, proprietor.

SUNDAY, July 7. *Forty-second Day*.—In Minneapolis.

MONDAY, July 8. *Forty-third Day*.—In Minneapolis. In the forenoon carriage ride, with visits to the chief business and residence parts of the city; transfer to the Minneapolis & St. Louis station, and leave Minneapolis by the Albert Lea route at 7.20 P. M.

TUESDAY, July 9. *Forty-fourth Day*.—In Iowa and Illinois on the Chicago, Rock Island & Pacific Railway (Albert Lea route); arrive at Englewood about 12.00 noon; thence east *via* the New York, Chicago & St. Louis (Nickel Plate) Railroad.

WEDNESDAY, July 10. *Forty-fifth Day*.—Arrive at Niagara Falls, N. Y., about 9.00 A. M.; leave Niagara Falls, *via* the West Shore route (from the New York Central & Hudson River Railroad station), at 5.07 P. M.

THURSDAY, July 11. *Forty-sixth Day*.—Arrive in New York, West Shore Railroad station, foot of West Forty-second street, at 7.50 A. M., or foot of Franklin street, at 8.05 A. M.

NOTE.—As this itinerary is made up in advance of the publication of the summer time-tables of the various railroads, slight changes may be necessary.

Standards of Time.

EASTERN STANDARD.—From New York to Fort William, Ont.

CENTRAL STANDARD, one hour slower than Eastern time.—From Fort William to Brandon, Manitoba.

MOUNTAIN STANDARD, two hours slower than Eastern time.—From Brandon to Donald, B. C.

PACIFIC STANDARD, three hours slower than Eastern time.—From Donald to Tacoma, Wash.

STEAMER TIME.—On the Alaska voyage the steamer uses Pacific standard time, for convenience, instead of local time, which would vary from day to day. The time at Sitka, the westernmost point reached (135 degrees and 52 minutes west from Greenwich), is reckoned one hour slower than Pacific standard.

PACIFIC STANDARD, three hours slower than Eastern time.—From Tacoma to Hope, Id.

MOUNTAIN STANDARD, two hours slower than Eastern time.—From Hope to Mandan, N. D.

CENTRAL STANDARD, one hour slower than Eastern time.—From Mandan to Buffalo, N. Y.

EASTERN STANDARD.—From Buffalo to New York.



A TRANSCONTINENTAL TOUR.

Journeys through the Grandest Scenery in America.

As the May party makes both the Alaska voyage and the homeward journey in connection with the Alaska excursion already described, the only part of the trip calling for separate mention is that between New York and Tacoma on the outward route. The reader will find the remainder of the journey outlined as follows: The general features of our spring tours, pages 3-9; Tacoma, page 63; Portland and vicinity, pages 61-62; from Tacoma to Sitka and return to Seattle, pages 63-89; Seattle, page 90; the eastbound trip over the Northern Pacific road, including the Yellowstone Park, pages 90-107; St. Paul and Minneapolis and thence homeward, pages 108-110. The descriptive pages here referred to should be read in connection with the itinerary given above.

From New York to the Summit of the Rockies.

The party will leave New York at 6.25 P. M. Monday, May 27, from the Grand Central station, Forty-second street, where Wagner palace sleeping cars will be taken for Montreal. Arriving in that city Tuesday forenoon the headquarters will be at the elegant Windsor Hotel, on Dominion Square. After a day in Montreal we leave for the West Wednesday morning, in special palace sleepers, over Canada's great national highway, the Canadian Pacific Railway. The distance to the Pacific Ocean

is over 2,900 miles. Not far from Montreal we reach the valley of the Ottawa River, which we ascend for nearly 300 miles, passing meanwhile through a farming and lumbering section. Ottawa, the Dominion capital, is situated on a high bank of the river, 120 miles from Montreal. The route on Thursday traverses a lake and timber region, and skirts for many miles the rocky shores of Lake Superior. We shall pass through Winnipeg, the capital of Manitoba, Friday afternoon, and the train halts here for an hour or so. Winnipeg has some 28,000 inhabitants, and is well situated on the Assiniboine and Red Rivers. The famous Hudson Bay Company has its headquarters here.

Entering the Rocky Mountains at Canmore we have for four days a constant succession of the grandest views. Our first stop is at Banff, where, in the heart of the mountains, amid scenery of the most impressive character, the Dominion government has made a reservation of a tract twenty-six miles long and ten miles wide, inclusive of a remarkable group of hot sulphur springs, as a national park. A hotel, which cost over \$300,000, and contains every modern luxury, including baths supplied from the hot springs, has been erected by the railway company, and roads and bridle paths to the various points of interest in the vicinity have been constructed. After a day's rest at Banff we resume our westward journey through the range. At Stephen we are at an elevation of 5,296 feet, and at the summit of the Rocky Mountains. Mount Stephen towers 8,240 feet above our heads, or over 13,500 feet above the sea level, a bold, precipitous peak of very striking form. High towards its castellated summit are two glaciers, one being seen upon the eastern approach and the other upon passing its massive front.

A peculiarity of the ascent of the Rockies from the plains to the point of highest

elevation above sea level is that it is almost imperceptible, being continued over hundreds of miles at an average of not more than fifteen feet to the mile. Then suddenly, on the western slope, the descent from the Rockies into the valley, or gorge, between that range and the Selkirks, is made in one grand downward plunge. The descent is by a grade of 234 feet to the mile, and involves some of the most daring engineering, as well as the finest appliances of train running, to be found upon any railway in the world. Although the total length of the Wapta, or Kicking Horse River, is only forty-seven miles, its descent is 2,800 feet. Down beside this rapid stream the railway twists and turns, now far above its turbulent waters, and then at its level, while on every side are new and startling pictures of grandeur. At Golden, a mining town forty-four miles west of the summit and 2,746 feet below it, we emerge from the cañon. The broad river ahead of us is the Columbia, moving northward; and the supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases, and lifting their ice-crowned heads far into the sky.

The Selkirks and the Cañons Beyond.

Crossing the Columbia north of Donald the railroad enters the Selkirks through the Gate of Beaver River. A little way up the Beaver the line crosses to the right bank, where, notched into the mountain-side, it rises at the grade of 116 feet to the mile, and the river is soon left 1,000 feet below. There are numerous bridges across the ravines, which are generally the beds of mountain torrents. The greatest of these structures crosses Stony Creek—a noisy rill flowing at the bottom of a V-shaped channel, 295 feet below the rails. Reaching the summit, and descending toward the west, we are soon directly in front of the Great Glacier of the Selkirks. We halt here, at the Glacier House, from Monday until Tuesday afternoon. The glacier is

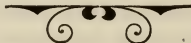
between one and two miles away, and a good path has been made to the great ice-field, which is miles in extent and several hundreds of feet thick.

Resuming our westward journey, we descend the Selkirks beside the winding Illecillewaet through scenes of surpassing beauty. A short distance below Glacier House is the Loop, where the railway describes a succession of bewildering twists and curves. The mountain views are often superb, and every turn of the devious pathway brings fresh scenic marvels. The second crossing of the Columbia is at Revelstoke. We have traveled across the mountainous peninsula formed by the great bend of the Columbia, a distance of seventy-eight miles, while the river flows over 200 miles and descends 1,050 feet. From the Columbia the road ascends by an easy grade to Eagle Pass, in the Gold or Columbia Range, west of which lies the interior lake region of British Columbia. The Eagle River leads us down to the Great Shuswap Lake. The railway crosses an arm of the lake at Sicamous Narrows, and then encircles the southern sweep of Salmon Arm. Descending westward, we reach the Thompson River Valley. Kamloops, the principal town of this region, is situated at the junction of the north fork of the Thompson and the main stream.

At Savona's Ferry the lake ends, the mountains draw near, and the series of Thompson River Cañons leading westward to the Fraser River is entered. At Lytton the cañon suddenly widens to admit the Fraser, the chief river of the Province, which comes down from the north between two great lines of mountain peaks. The scenery becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water. The line follows the right wall of the cañon from this point onward. The roadway in many places was carved from the solid rock, the river being left surging and swirling hundreds of feet below.

The principal cañon of the Fraser begins four miles below North Bend, and thence to Yale, a distance of twenty-three miles, the scenery is both interesting and startling. The great river is forced between vertical walls of black rocks, and foams and roars against impending masses. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in quick succession. Below Yale the cañon widens, and is soon succeeded by a broad, level valley, with rich soil and heavy timber. At Mission Junction we take a branch line southward to New Whatcom, on Puget Sound, and thence we proceed to Tacoma.

The party will arrive in Tacoma Wednesday night, June 5, remain there until Thursday afternoon, and then go to Portland. Friday will be spent in Portland; and Saturday afternoon we shall return to Tacoma, and take the Alaska steamer there that night. On the return from Alaska there will be a visit to Seattle; and the party will then proceed eastward in special Pullman cars over the Northern Pacific route, and through the Yellowstone National Park. It will be due in New York Thursday, July 11. The total distance to be traveled on this tour is about 10,500 miles. For the itinerary in detail see pages 173-177.



BOOKS OF AMERICAN TRAVEL.

A PARTIAL LIST OF GUIDES FOR THE TRANSCONTINENTAL TOURS.

THE books of travel and adventure relating to the Pacific Coast and to the different parts of the country passed through in the various routes across the continent are legion. Numerous guide-books of a local character may be bought in the principal localities visited, but there is a lack of comprehensive books of this class covering the long transcontinental lines. Crofutt's is unquestionably the most comprehensive. The publications of the several railroad companies are generally very useful.

Baedeker's United States (1893) is a new work by that prince of guide-book makers, Karl Baedeker, of Leipsic. It covers all the tourist routes in America, including those on the Pacific coast, and contains, like the European guides issued by the same house, and so highly prized by foreign travelers, numerous maps and plans. It will be mailed to any address on receipt of price, \$3.60.

Appleton's General Guide to the United States describes the Pacific Coast and the routes thither with care and in detail, is well supplied with maps and illustrations, and has an annual revision. The part relating to the Southern and Western States may be obtained separately, if desired, though the complete work, in flexible morocco, is not cumbersome.

Under the title of *Beyond the Rockies, a Spring Journey in California* (1894), Rev. Charles A. Stoddard, D. D., the well-known editor of the New York Observer, has written an extremely entertaining and valuable account of the trip to the Pacific Coast, the principal places of interest in California, and the homeward journey through Colorado, as a member of one of our parties. The book has numerous full-page illustrations. Charles Scribner's Sons are the publishers.

The Crest of the Continent, by Ernest Ingersoll, is a graphic description of the scenery on the line of the Denver & Rio Grande route.

Over the Range to the Golden Gate, by Stanley Wood, is another excellent work devoted largely to the same route.

The Great Northwest, a guide-book and itinerary for the use of travelers over the Northern Pacific Railroad and its allied lines, is published by Riley Brothers, St. Paul.

The Round Trip from the Hub to the Golden Gate, by Susie C. Clark, is a new and entertaining account of a journey to the Pacific Coast and back again by a member of one of our excursion parties. Published by Lee & Shepard, Boston.

California.

A Truthful Woman in Southern California, by Kate Sanborn (D. Appleton & Co., 1894), abounds in information for tourists and settlers, written in a breezy style, and mingled with sentiment, humor, and satire. There are chapters on San Diego, Pasadena, Riverside, Los Angeles, etc., and one about "Camping on Mount Wilson."

Yosemite: Where to Go, and What to Do, by Lewis Stornaway, can be found at the California book stores.

Handbook of the Lick Observatory, by Professor Edward S. Holden, is invaluable to persons who visit Mount Hamilton.

A Pacific Coast Scenic Tour, by Henry T. Finck, is a recently published book descriptive of scenery from Southern California to Alaska, etc.

Alaska.

Appleton's Guide Book to Alaska and the Northwest Coast (1893), by Eliza Ruhamah Scidmore, should be in the hands of every Alaska tourist. It is comprehensive and reliable, presenting the facts travelers desire to know in a connected form, and in a plain and direct manner. It is the only complete guide to Alaska yet published.

Among the later books relating to Alaska are the following:—

Travel and Adventure in the Territory of Alaska, by Frederick Whymper (1869).

Alaska and Its Resources, by William Healey Dall (1870).

Alaska and Missions on the North Pacific Coast, by Rev. Sheldon Jackson, D.D. (1880).

The Seal Islands of Alaska, by Henry W. Elliott (1881).

Among the Alaskans, by Julia McNair Wright (1883).

Fifth Avenue to Alaska, by Edwards Pierrepont (1884).

Along Alaska's Great River, by Frederick Schwatka (1885). Lieutenant Schwatka was also the author of an account of a voyage to Alaska printed in *Wonderland*, a pamphlet issued by the passenger department of the Northern Pacific Railroad in 1886 and subsequently, and devoted to the Yellowstone National Park and the Pacific Northwest.

Alaska, Its Southern Coast, and the Sitkan Archipelago, by E. R. Scidmore (1885).

Thirteen Years of Travel and Exploration in Alaska, by W. H. Pierce (edited by Professor and Mrs. J. H. Carruth).

Picturesque Alaska, by Abby Johnson Woodman (1889).

The Ice Age in North America, and its Bearings on the Antiquity of Man, by G.

Frederick Wright (1889); published by D. Appleton & Co., New York. Chapter II. of this work is devoted to the glaciers of the Pacific Coast, and Chapter III. to Professor Wright's experiences on the Muir Glacier in 1866.

The New Eldorado, a Summer Journey to Alaska, by Maturin M. Ballou (1890). This is one of Mr. Ballou's latest volumes of travels. It is devoted in part to the Yellowstone National Park.

The Wonders of Alaska, by Alexander Badlam, published by the Bancroft Company, San Francisco (1890).

A Woman's Trip to Alaska, by Septima M. Collis (1890).

Alaskana (the legends of Alaska in poetic form), by Dr. Bushrod W. James (1892).

Gulf and Glacier; or, the Percivals in Alaska, by Willis Boyd Allen, published by the D. Lothrop Company, Boston (1892), is a breezy account, in story form, of a trip over the Canadian Pacific Railway to Alaska, and back through the Yellowstone National Park. The route of our excursions is followed throughout, and a vast amount of information is given in an interesting guise.

The Yellowstone National Park.

The latest and most useful handbook for the visitor to the American Wonderland is the *Practical Guide to Yellowstone National Park*, by A. B. Guptill, illustrated and published by F. Jay Haynes, St. Paul. A pocket edition (50 cents) may be obtained at Mammoth Hot Springs.

There are many books of travel relating to the park, and among them are *The Great Divide*, by Lord Dunraven; James Richardson's *Wonders of the Yellowstone*; *Horseback Rides through the Yellowstone Park*, by H. J. Norton; *Camp and Cabin*, by Rossiter W. Raymond; *Rambles in Wonderland*, by Edwin J. Stanley; *A Pilgrim-*

age to Geyser Land; or, *Montana on Muleback*, by Ellsworth Spencer; *Rambles Overland*, by Rev. Almond Gunnison, D. D.; and *The New Eldorado* (mentioned above), by Maturin M. Ballou.

A complete list of all works having reference to the Yellowstone Park (published previous to 1882), and also lists of authorities on the thermal springs of all parts of the world, will be found in *Hayden's Twelfth Report* (Part II., pages 427-499).

Mr. Arnold Hague's paper—*Geological History of the Yellowstone National Park*—appears in the "Transactions of the American Institute of Mining Engineers for 1887."

It should be said that some of the books enumerated in the foregoing pages are out of print, and obtainable only in the libraries.

Railway Publications.

The Southern Pacific Company has issued a number of excellent books descriptive of California and the journey thither by its several routes. Among these publications are the following: *The Southern Highway*; *Shasta—the Keystone of California Scenery* (by E. McD. Johnstone); *California Resorts*; *That Wonderful Country* (for the farmer and fruit grower); *West by South, Half South* (by Mr. Johnstone); and a *Climatic Map of California*.

The Atchison, Topeka & Santa Fe line has issued several excellent descriptive books and folders, which have been prepared with much care by C. A. Higgins, Major Ben C. Truman, and other well-known writers. These relate to Southern California, New Mexico, the Grand Cañon of the Colorado, etc.

The publications of the Northern Pacific Railroad Company, comprising both descriptive books and maps, are almost indispensable to the tourist in the Pacific

Northwest, Alaska, and the Yellowstone National Park, as well as to the traveler who simply follows that great railway line. They contain much useful information, and always in the most attractive form.

A History of the Northern Pacific Railroad has been written by E. V. Smalley.

Photographs.

Jackson's photographic views of scenery in Colorado, New Mexico, etc., may be ordered of the W. H. Jackson Photograph and Publishing Company, 433 West Colfax avenue, Denver, Col. Catalogues will be sent on application.

In San Francisco choice photographs may be obtained of I. W. Taber & Co., No. 121 Post street. Fine photographic views (large or small sizes) of California scenery may be had of Taber & Co.

W. H. Partridge, No. 2832 Washington street, Boston, has a large assortment of Alaska views. Catalogues will be sent on application. These views may be purchased at Sitka, and also views taken by Edward de Groff, a local photographer.

F. J. Haynes, of St. Paul, Minn., has made a specialty of photographing the geysers and other wonders of the Yellowstone National Park. His views are sold at the Mammoth Hot Springs, and also at No. 392 Jackson street, St. Paul, where tourists will be welcomed at all times. Catalogues will be sent from St. Paul on application.

British Columbia views may be obtained of Notman, Montreal; Ross, Best & Co., Winnipeg; and Mrs. R. Maynard, Victoria.

Mayo & Weed, 332 Sixty-third street (Englewood), Chicago, have probably the best collection of photographs of Mexican life and scenery ever taken, and also many California and Alaska views.

SUMMER AND AUTUMN TOURS, 1895.

ALASKA VIA THE CANADIAN PACIFIC RAILWAY.

Parties will leave New York in June and July for two unsurpassed tours of 47 days over the most picturesque routes in the world. The outward journey from ocean to ocean is to be by the Canadian Pacific Railway, and the return by the Northern Pacific Railroad, with a week in the Yellowstone National Park.

COLORADO AND THE YELLOWSTONE NATIONAL PARK.

A party will leave New York in July for an attractive excursion to the Yellowstone National Park, in connection with a trip through Colorado and Utah, including visits to Denver, Manitou, the summit of Pike's Peak, the Royal Gorge, Glenwood Springs, Salt Lake City, the mining districts of Anaconda and Butte, Minneapolis, St. Paul, etc.

THE YELLOWSTONE PARK AND CALIFORNIA.

A party will leave New York in September for a magnificent tour of 67 days across the continent, including a week in the Yellowstone National Park, with a visit to California, and a return homeward through Utah, Colorado, etc.; also a party for the Yellowstone Park returning direct.

SHORT TOURS TO LEADING EASTERN RESORTS.

Parties will leave New York weekly during the summer for complete rounds of the leading New England, New York, and Canadian resorts—the White Mountains, Saratoga, Lake George, Quebec, the Saguenay, the Maritime Provinces, Niagara Falls, the Thousand Islands, etc.

ANNUAL WINTER TRIPS TO CALIFORNIA AND MEXICO.

Our annual series of winter tours to the Pacific Coast, and also to Mexico, will begin in October, and continue at short intervals through the winter of 1895-96. Magnificent vestibuled Pullman trains, with dining cars, are employed for all of the tours.

FLORIDA AND CUBA.

Parties will leave New York at frequent intervals in January, February, and March, 1896, for complete tours through Florida, including St. Augustine, Ormond, Tampa, Winter Park, Lake Worth, and other resorts. Visits will also be paid to Havana.



Descriptive circulars, tickets, and all required information can be obtained of

RAYMOND & WHITCOMB, 31 East Fourteenth St., Lincoln Building, Union Sq., New York.

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TO ALL PARTS OF THE WORLD.

In addition to our extensive business in the management of Personally Conducted Parties to California, Mexico, Florida, etc., we can furnish Railroad and Steamship Tickets, including transportation only, to all parts of the West, Northwest, and Southwest, Alaska, and the Hawaiian Islands and also to Europe by the principal Transatlantic Lines. Both Round Trip and One Way Tickets are sold, Parlor-car seats and Sleeping-car Berths secured, Baggage checked, and arrangements for carrying money facilitated. All desired information about travel in any direction promptly furnished on application.

PRIVATE CARS FOR FAMILY AND SPECIAL PARTIES.

We are prepared to furnish, at short notice, private cars, embodying every possible comfort and luxury, for tours to any part of the United States, Canada, or Mexico. Each car is provided with its own kitchen, and carries experienced cooks and waiters. We can operate these cars from place to place as individual wishes may dictate, sending one of our experienced employees to attend to all the details, taking charge of tickets, baggage, etc., and securing in advance hotel, transfer, and all other necessary accommodations. Rates will be made including service, and with or without commissary supplies, as desired. Complete and reliable information will be cheerfully furnished personally or by mail.

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Philadelphia Office: 20 South Tenth St., Mutual Life Insurance Bldg., Raymond & Whitcomb.

Chicago Office: 103 South Clark Street, corner Washington Street, E. H. Hughes, Agent.

AGENTS ON THE PACIFIC COAST.

For Southern California: Charles C. Harding, Agent, 138 South Spring Street, Los Angeles, previous to December 22; The Raymond, East Pasadena, Cal., December 22 to April 15.

San Diego Office: Hotel del Coronado, Edward T. Ryder, Agent, during the winter.

Los Angeles Office: 138 South Spring Street, Raymond & Whitcomb, F. W. Thompson, Agent.

San Francisco Offices: Room 88 Crocker Building, opposite Palace Hotel, Carroll Hutchins, Agent (during Winter and Spring); and also 613 Market Street (under Grand Hotel), Samuel Miller, Agent.

Portland (Or.) Office: 121 First Street, corner Washington Street, A. D. Charlton, Agent.

AGENTS IN EUROPE.

We have completed arrangements whereby persons in Europe can join any of our American tourist parties, and be supplied with tickets inclusive of all incidental expenses from their point of departure. Our representatives abroad are the Compagnie Internationale de Voyages, 25 Rue de la Paix, Paris, and the agents of the Compagnie Internationale des Wagons Lits et des Grands Express Européens, under whose direction sleeping cars and dining and restaurant cars are run over all the important railway lines throughout Europe. All required information may be obtained at any of the agencies of the company, where tickets and sleeping-car berths for the European journey, steamship accommodations, etc., may also be secured.

Persons residing in America, and having friends abroad who are likely to be interested in these excursions, are requested to send addresses to us, in order that descriptive circulars and other information may be forwarded.

List of Foreign Agencies.

- Paris.** — COMPAGNIE INTERNATIONALE DE VOYAGES, 25 RUE DE LA PAIX; ALSO, THE OFFICES OF THE COMPAGNIE INTERNATIONALE DES WAGONS LITS ET DES GRANDS EXPRESS EUROPÉENS, 3 PLACE DE L'OPERA; TICKET OFFICE OF HOTEL TERMINUS; TICKET OFFICE AT THE GARE DU NORD; AND THE BUREAU OF THE CHIEF INSPECTOR OF THE SERVICE, 46 RUE DES MATHURINS.
- London.** — 14 COCKSPUR STREET, S. W., HENRY M. SNOW, LONDON MANAGER INTERNATIONAL SLEEPING-CAR AND EUROPEAN EXPRESS TRAINS COMPANY.
- Brussels.** — HOTEL DE BELLE-VUE, AND 65 AND 67 RUE DE L'ECUYER.
- Vienna.** — 15 KARNTHNER RING.
- Berlin.** — 69 UNTER DEN LINDEN.
- Rome.** — 31 AND 32 VIA CONDOTTI.
- Madrid.** — EQUITABLE BUILDING, 18 CALLE DE ALCALA.
- St. Petersburg.** — 7 GRAND MORSKAIA.

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